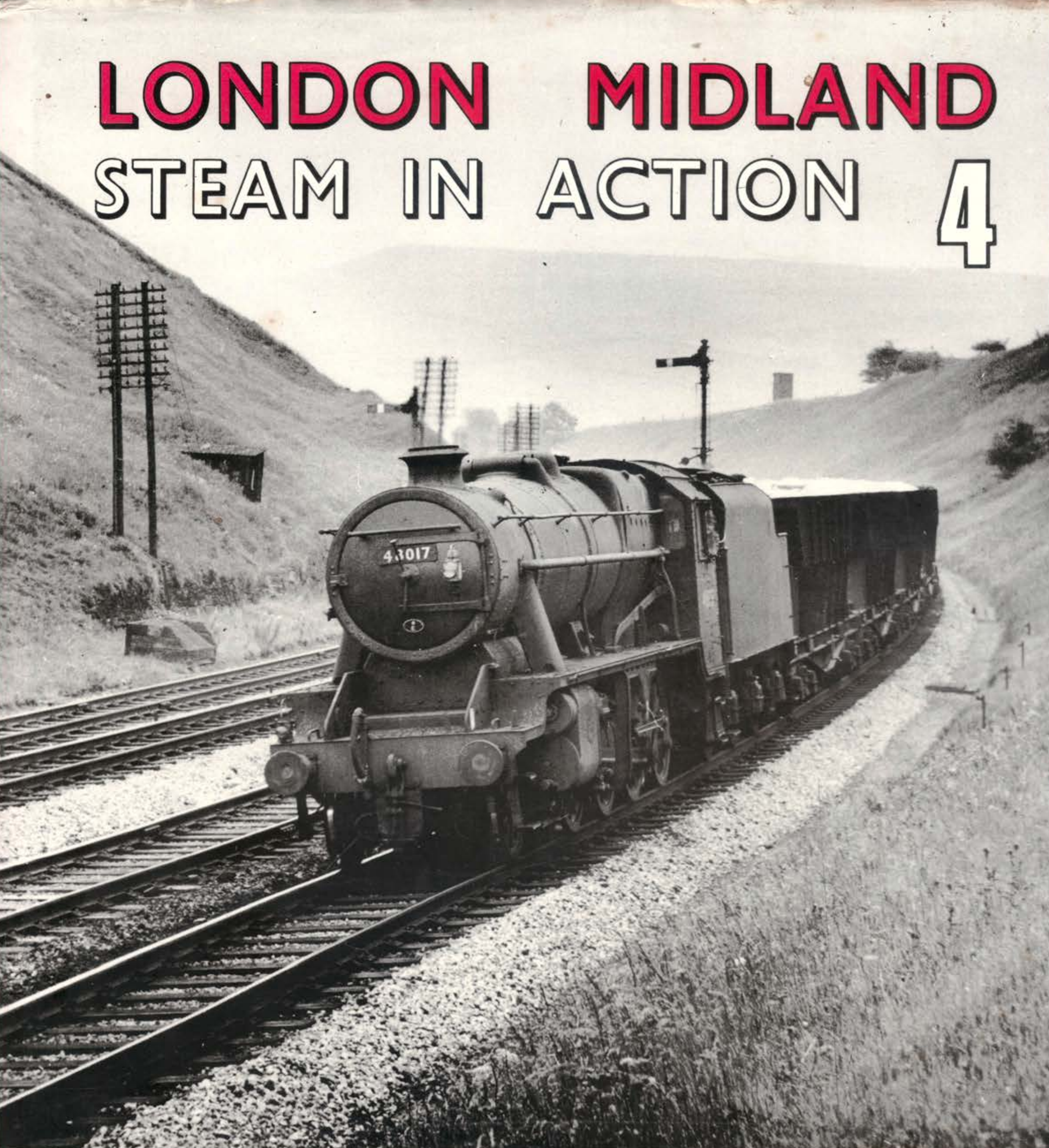
LONDON MIDLAND
STEAM IN ACTION
4



LONDON MIDLAND STEAM in action 4

46154

LONDON MIDLAND STEAM IN ACTION 4

W. A. Blake

D. BRADFORD BARTON LIMITED

Frontispiece: Rebuilt 'Royal Scot' No.46154 *The Hussar* negotiates the complicated pointwork at Willesden Junction to gain the up main line with a parcels train for Crewe, 21 July 1962. After their conversion (1948 in the case of *The Hussar*) the 'Scots', with the unbeatable Crewe 2a boiler, were free steamers and much more easy for the average fireman to handle. [T. E. Williams]

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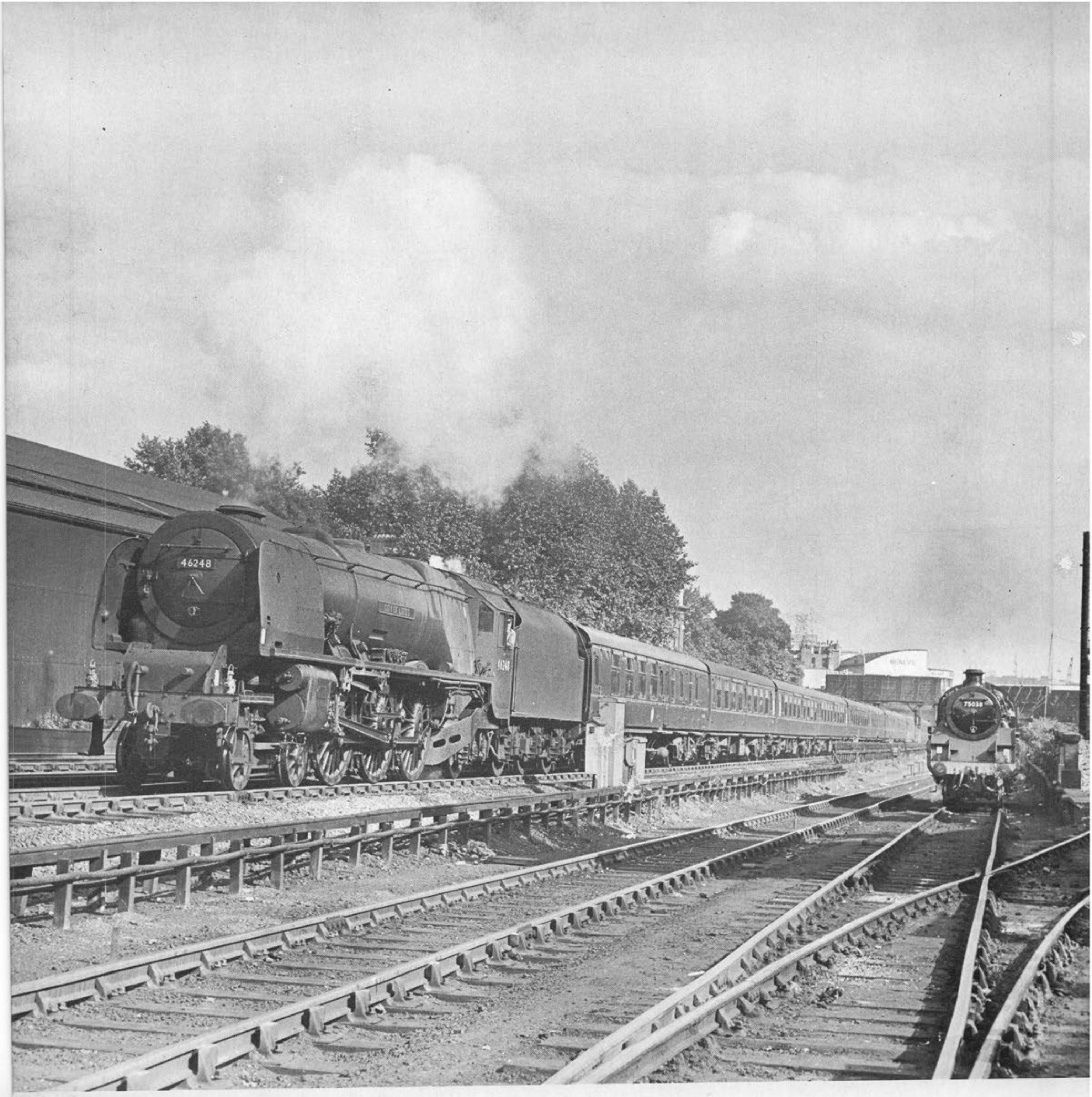
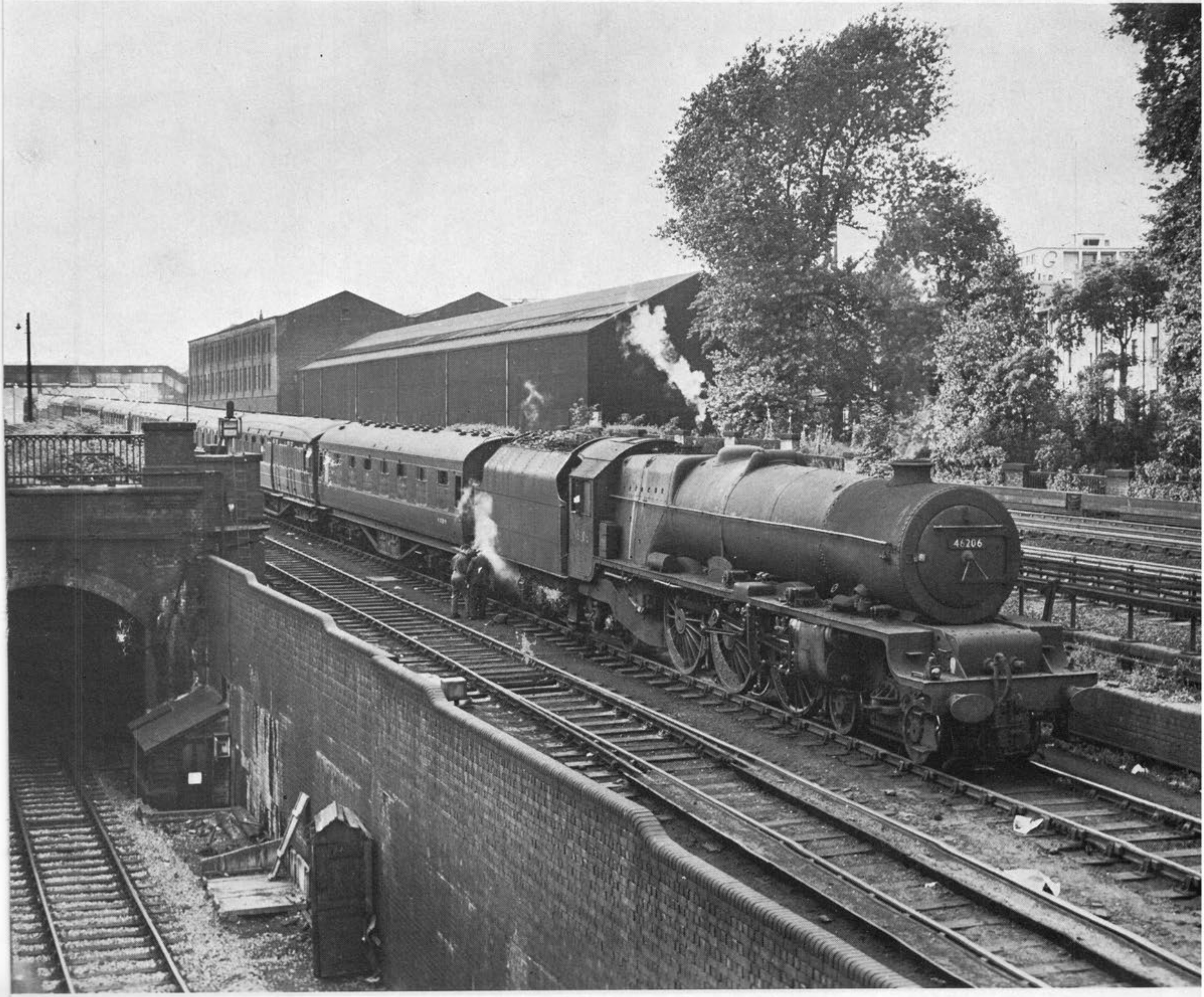
introduction

for the general introduction to this series, please see previous volumes.


46248
75038

The start out of Euston, despite a stiff half-mile climb up to Camden No. 1 box and what was usually a 'cold' start for the locomotive, presented no problem to Stanier's superb Pacifics; No.46248 *City of Leeds* storms away with an express for Glasgow on a morning in June 1962. [T. E. Williams]

No.46206 *Princess Marie Louise* pauses on Camden bank after having pushed back out of Euston the empty coaching stock from her earlier arrival; August 1962. Note the catchpoints and sand-drag to guard against runaways on the nearer line. [T. E. Williams]



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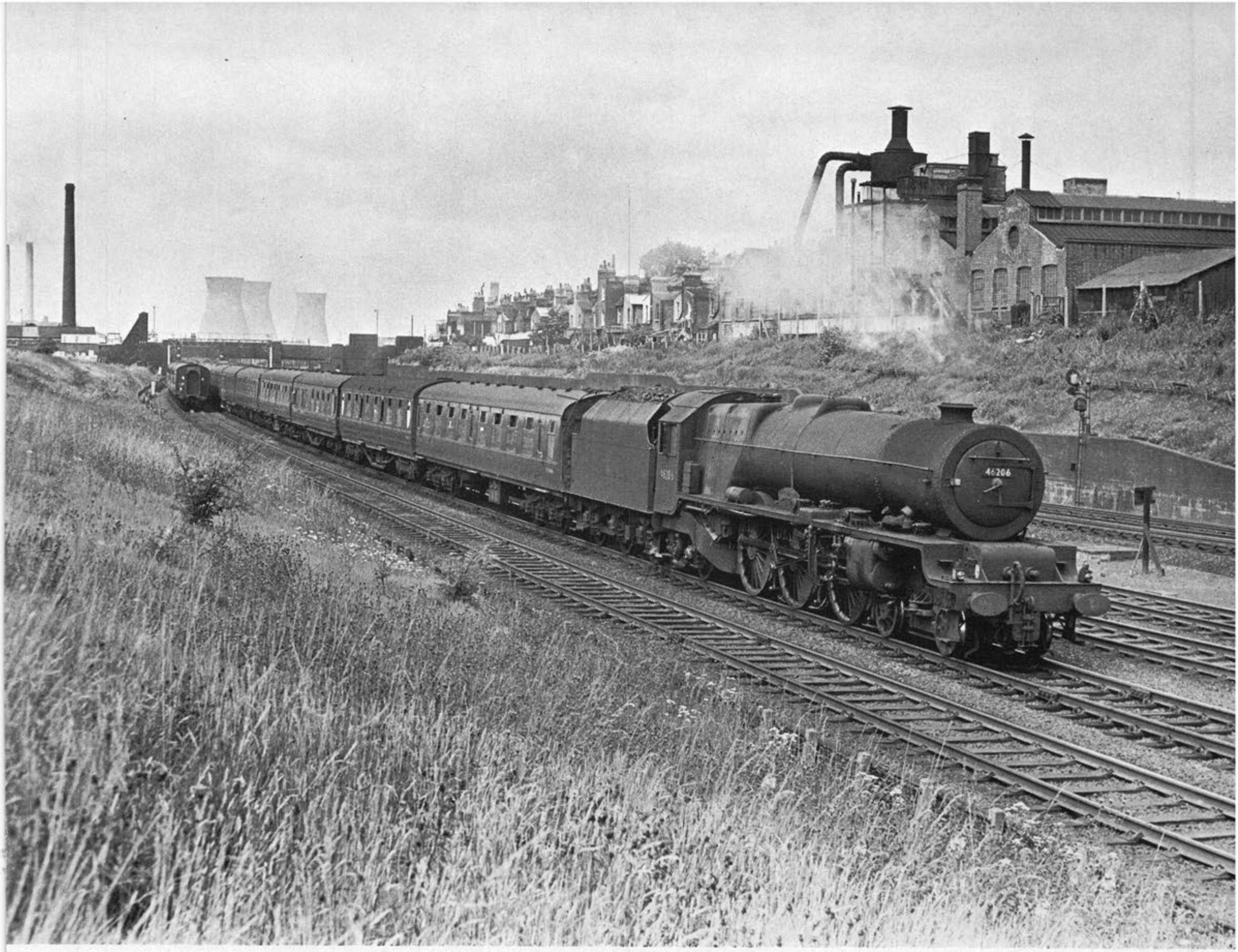
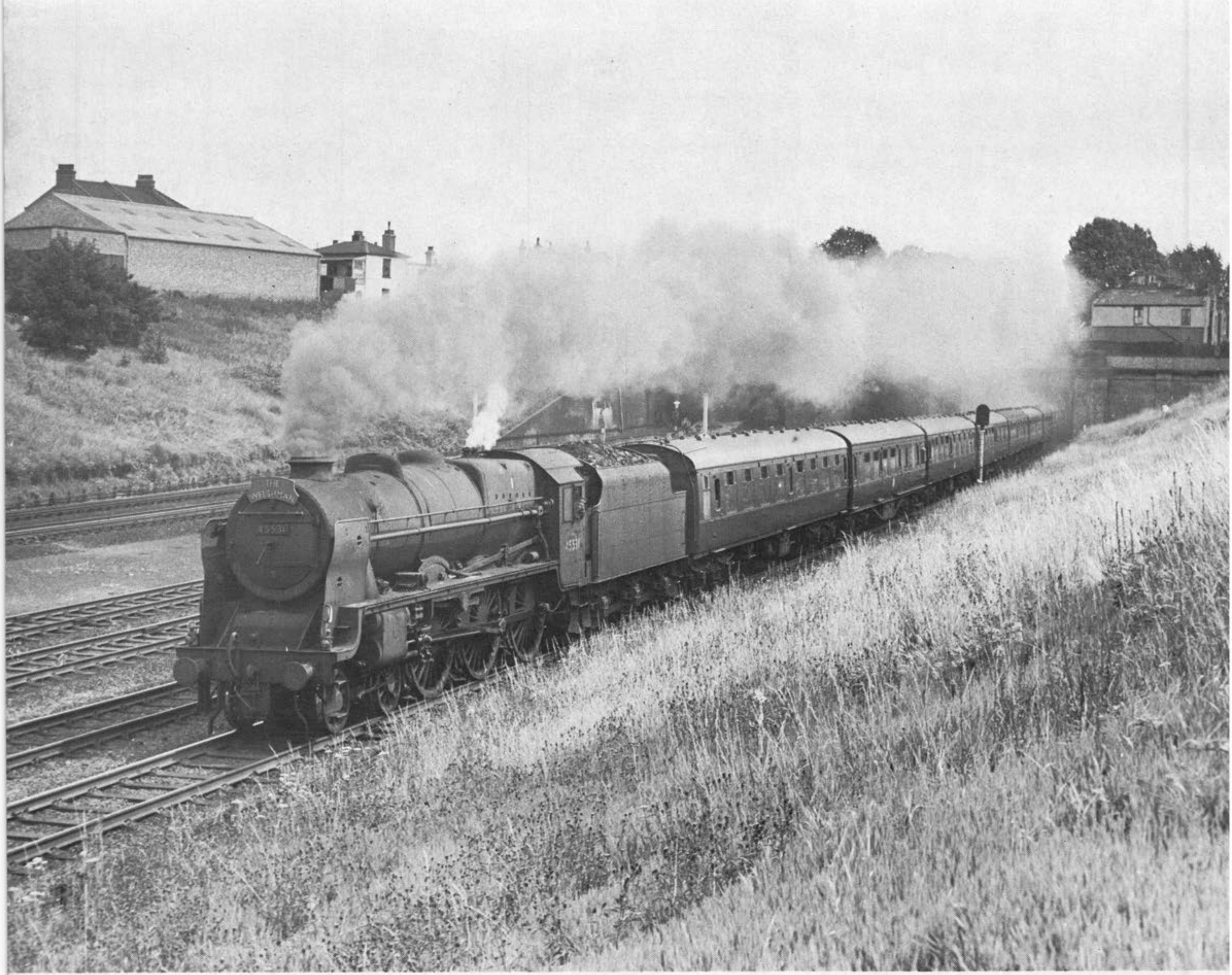


No.46206 *Princess Marie Louise* again, on one of the Liverpool expresses that were the usual duty of the 'Princess Royals' from Edge Hill shed, running past Kensal Green towards Euston, 24 July 1962. The lack of a steam-operated coal pusher on the tenders of these earlier Stanier Pacifics made them much harder work for the fireman, for they carried no less than ten tons of coal and it was this design feature that was primarily responsible for the class being utilised so far as possible on runs rather less in length than the through Anglo-Scottish ones. [T. E. Williams]

Scenes on Camden bank; above, No.46246 *City of Manchester* with a lengthy parcels train for Carlisle and (below) 2-6-4T No.42218 heading out to the carriage sidings at Willesden with empty stock; July 1962. These Fairburn 4P tanks were built at Derby from 1945 to 1950, No.42218 entering service in 1946. [T. E. Williams]

One of the eighteen 'Patriots' rebuilt in similar fashion to the 'Royal Scots' was No.45531 *Sir Frederick Harrison*, seen here emerging from Kensal Green tunnel with the down 'Welshman', bound for Llandudno. As No.5531, this locomotive was rebuilt in 1947 and withdrawn in 1965. [T. E. Williams]

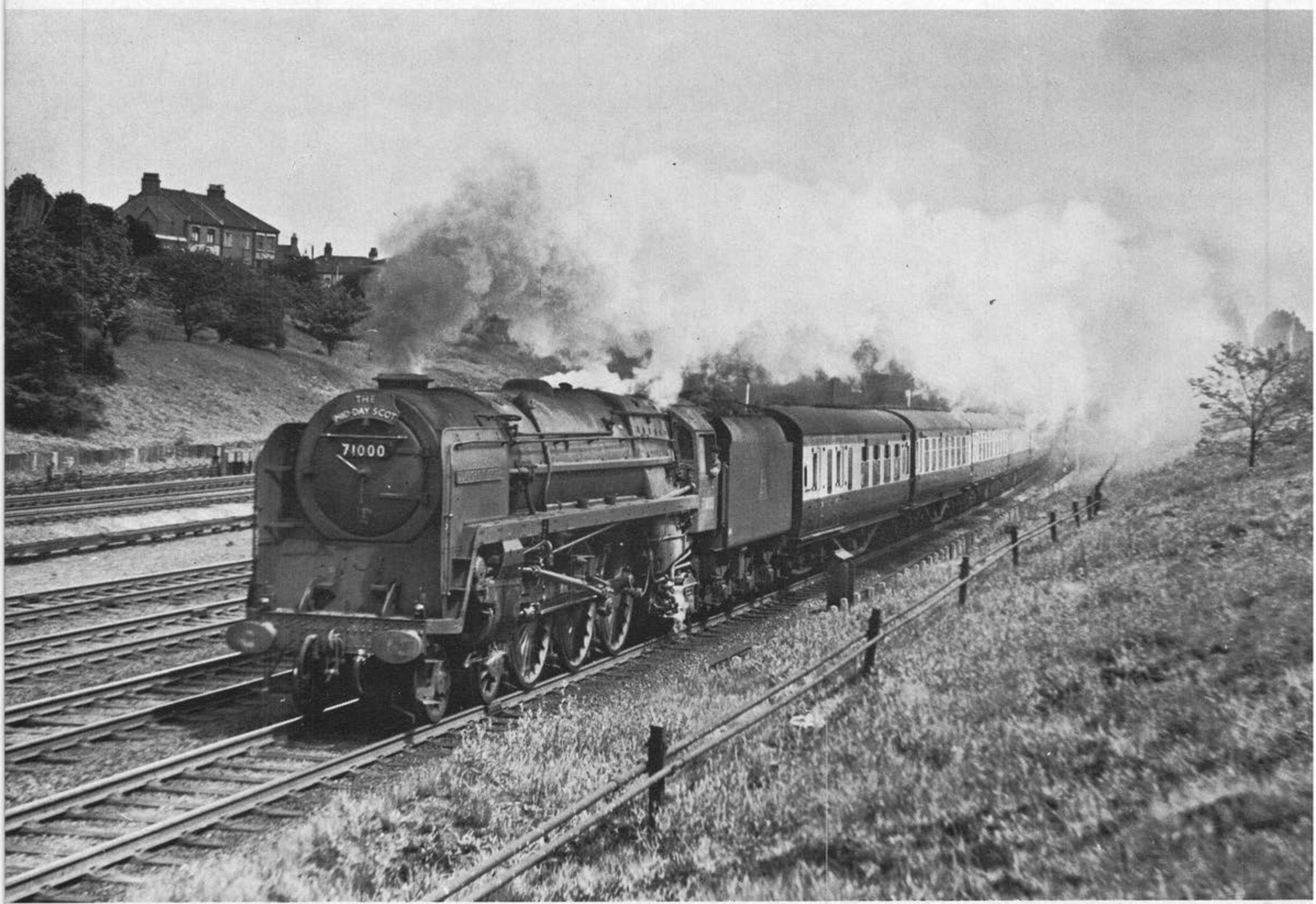


No.5552 *Silver Jubilee,* in LMSR livery and with polished stainless steel embellishments, heading nort with the down 'Mancunian' at South Kenton in 1936. Below; 'Royal Scot' No.6136 *The Border Regimen* near the same location with an express for Liverpool, 27 May 1946. [Rev. A. C. Cawston

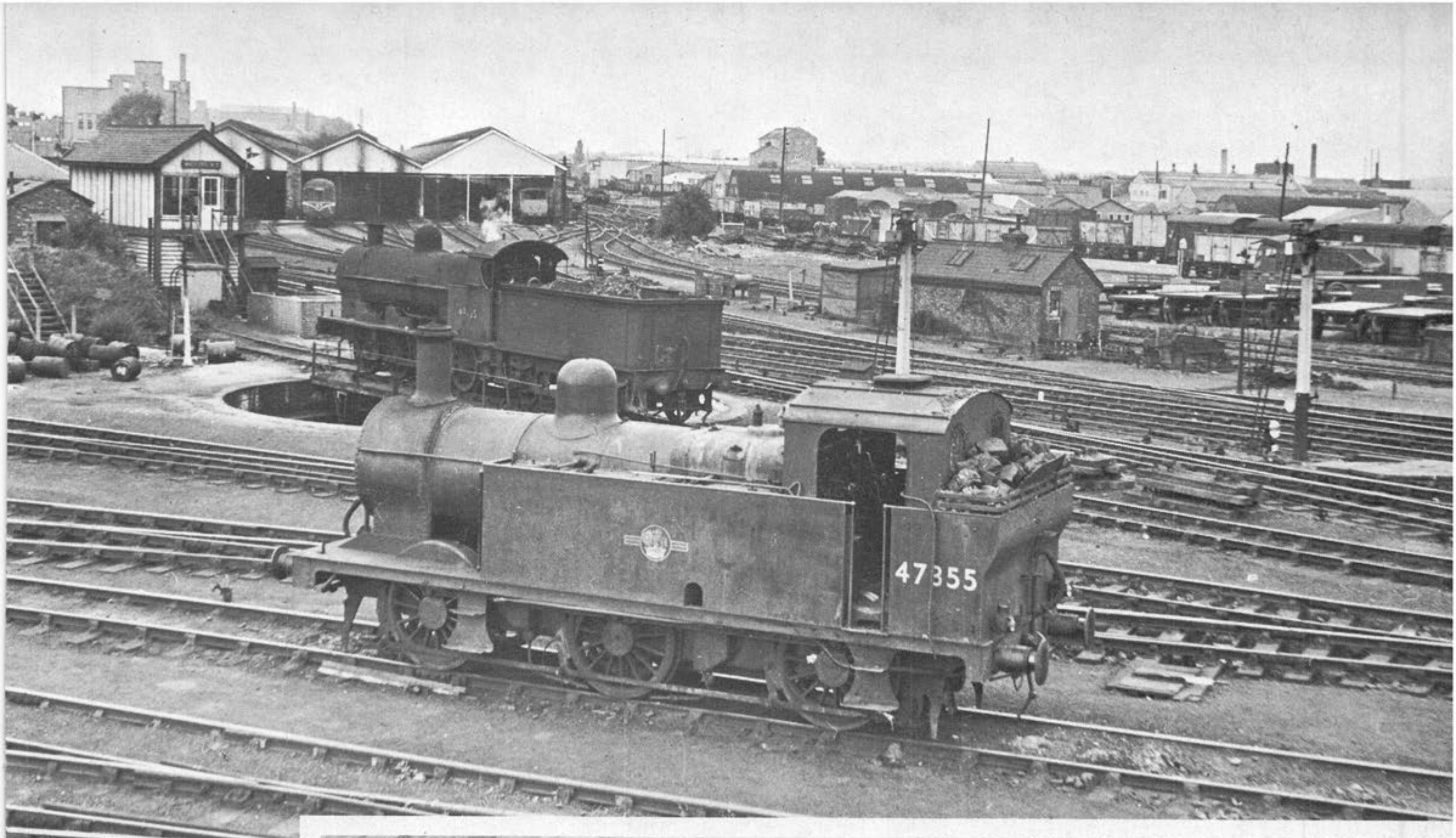
5552
L M S
5552

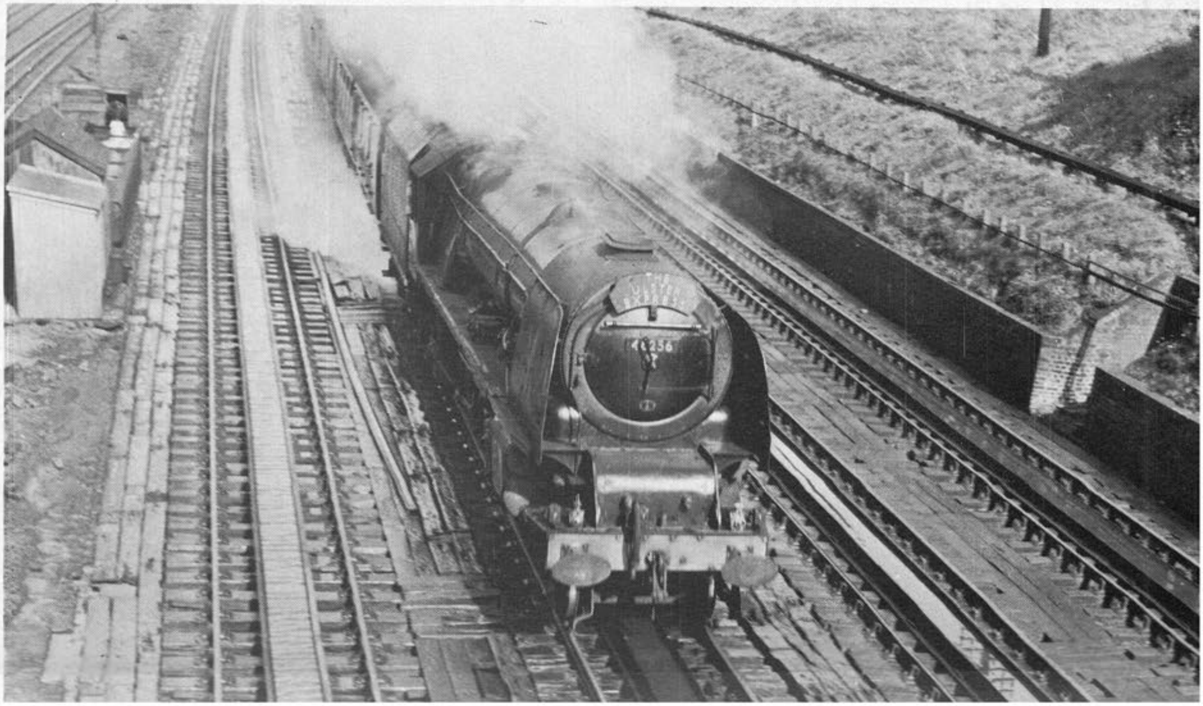
6136

3F 0-6-0T No.47355 on duty at Watford Junction, 22 July 1960. The large-scale introduction of these six-coupled tanks in the mid-1920s as the standard LMSR shunter was a sweeping move towards standardisation and enabled numerous assorted older pre-Grouping locomotives to be scrapped. No.47355 was built in 1926 and withdrawn in 1964. [M. J. Messenger]

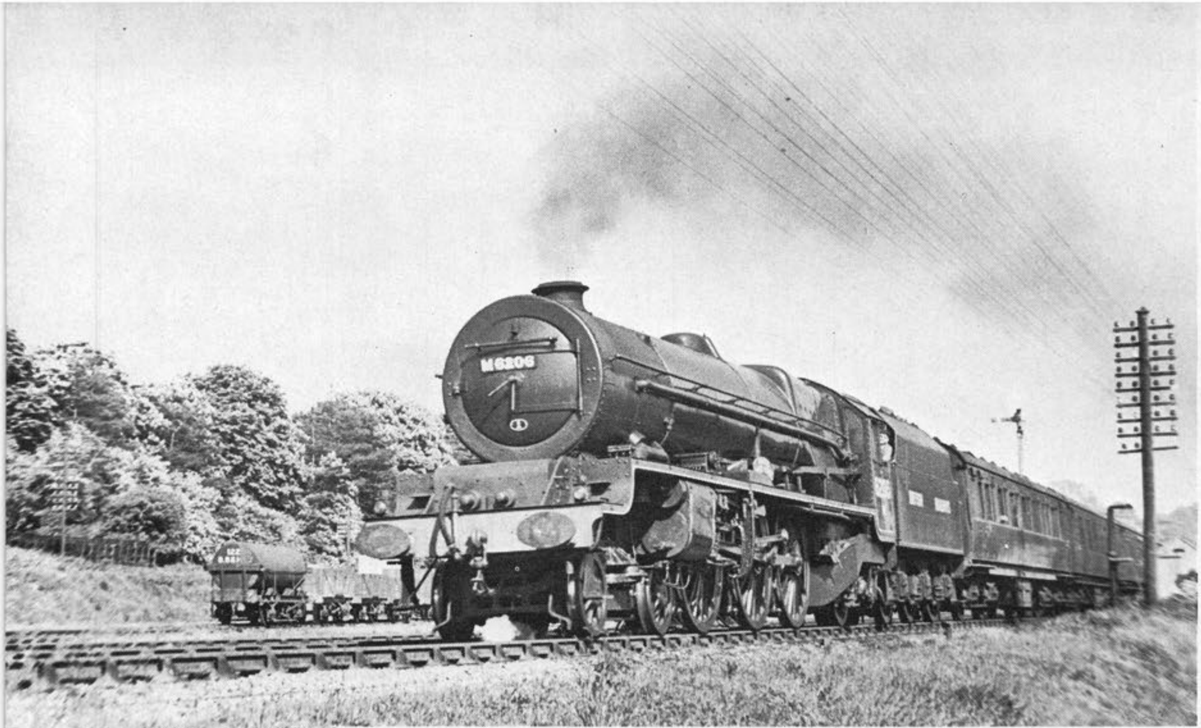


The sole 8P BR Standard Pacific, No.71000 *Duke of Gloucester,* was allocated to Crewe North (SA) and was a regular on 'the mid-day Scot' between there and Euston, and is seen here near Kenton. [P. J. Lynch]

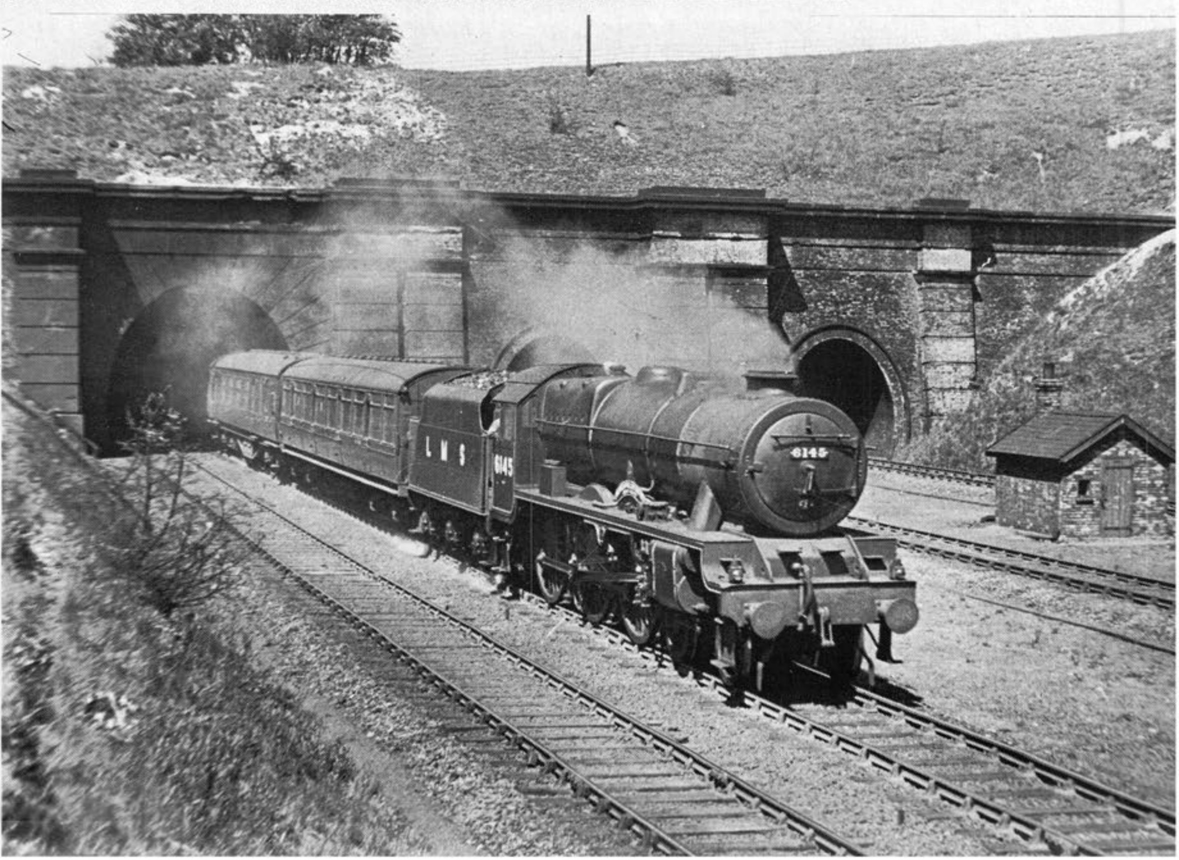



THE ULSTER EXPRESS
46256

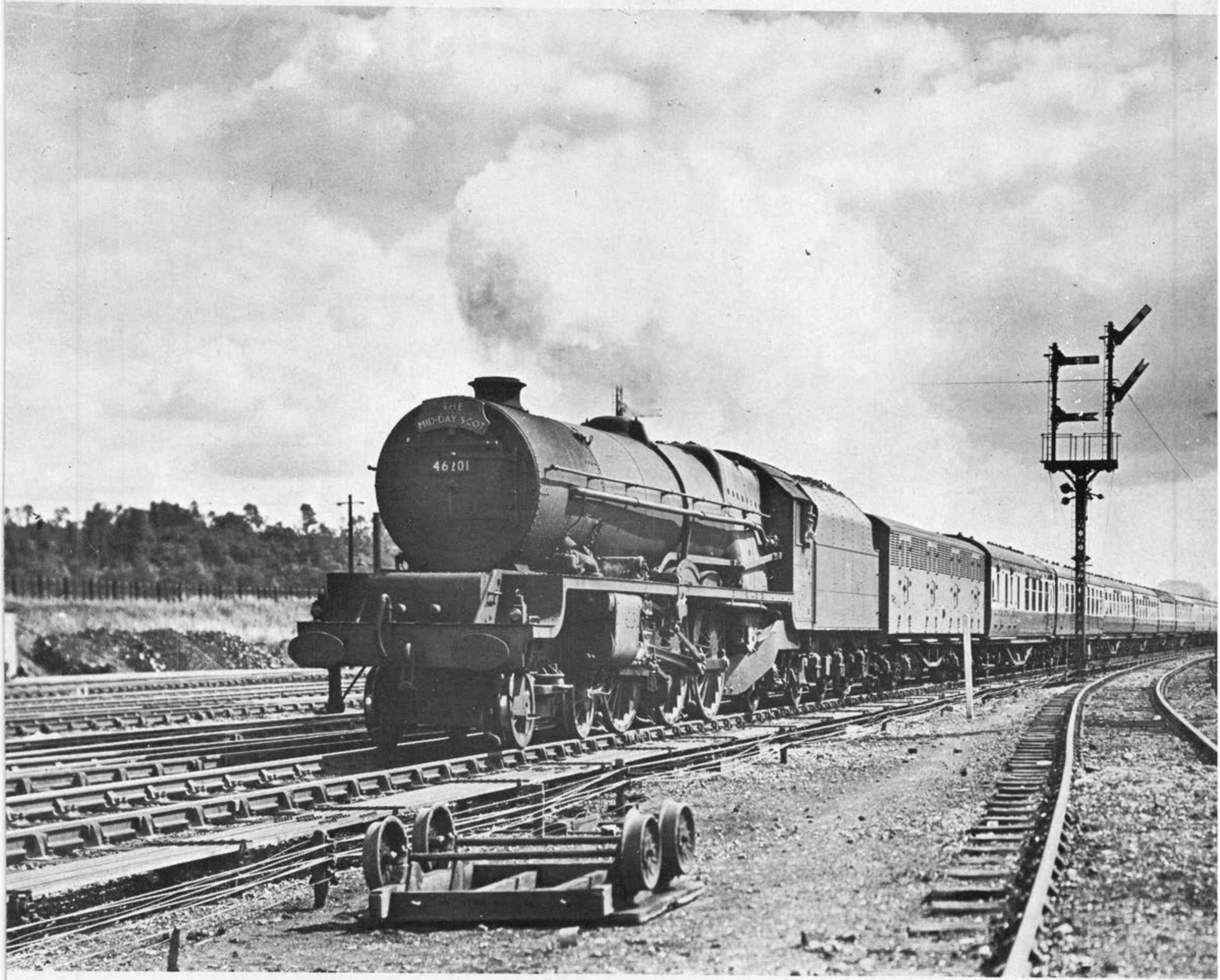
No.46256 *Sir William A. Stanier F.R.S.* taking water on Bushey Troughs with the up 'Ulster Express', 9 October 1958. [F. Anderson]



A down Liverpool express passing Berkhamsted on 15 May 1948 behind No.M6206 *Princess Mary Louise.* This temporary style of numbering following Nationalisation was soon replaced by the addition of the more familiar figure 4 to LMSR numbers.
[H. C. Casserley]



Looking unfamiliar without smoke deflectors, No. 6145 *The Duke of Wellington's Regiment (West Riding)* running out of Northchurch Tunnel on the up main line, May 1948.
[H. C. Casserley]



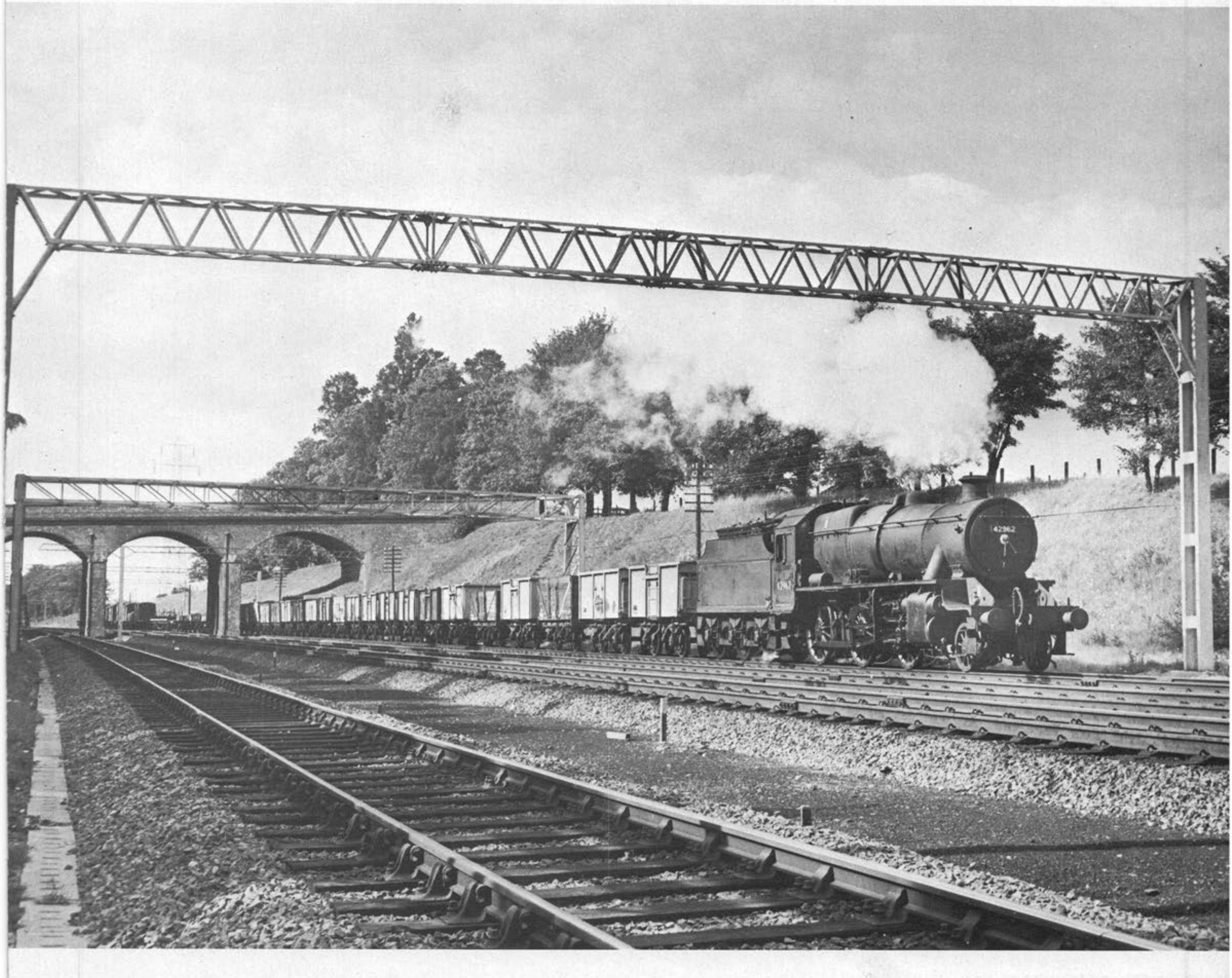
'The Mid-day Scot', successor to the '2 p.m. Corridor', behind No.46201 *Princess Elizabeth* at Tring on 25 August 1953. The 'Princess Royals', like the 'Duchesses', rode as well as they looked – like a coach in fact, and the complete opposite of the rough-riding Standard Pacifics. They were extremely steady even when running very fast, and fast they could run indeed, with such free-steaming front ends.

[Rev. A. C. Cawston]

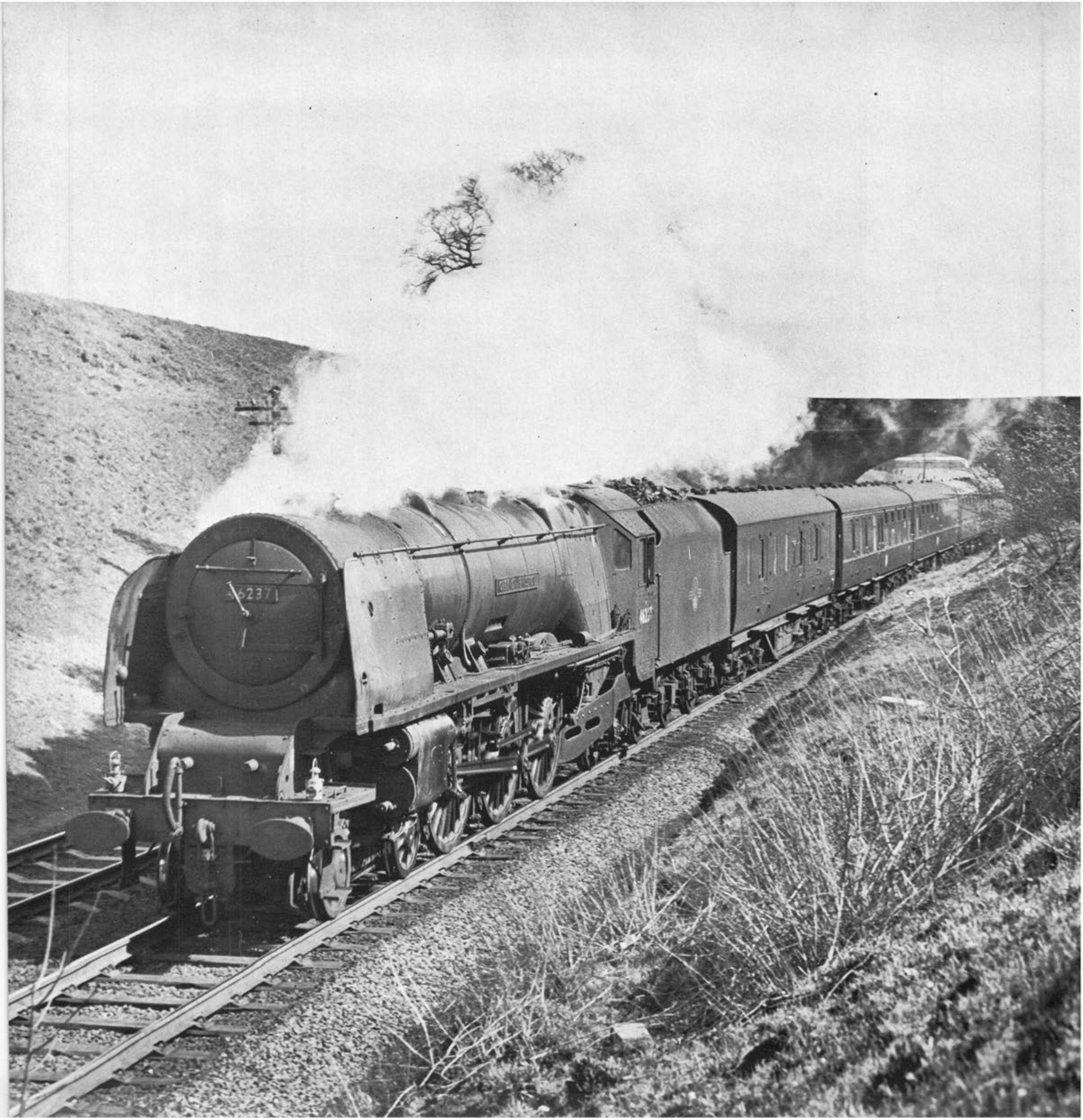
46111
TO CREWE
AND THE NORTH

1Z16

Stanier Mogul No.42962 ambles through Easenhall cutting near Rugby with a freight on the up relief line. Supports are in position for the first stages of the West Coast main line electrification. [T. E. Williams]



No.46111 *Royal Fusilier* heads away from Rugby with a sixteen-coach express for the north: a train such as this, totalling nearly 600 tons, was typical of what was asked of the willing 'Scots' time and time again – a heavier load than any equivalent 6P or 7P would have been booked for on any other Region. Below, The up 'Empress Voyager' boat-train (Liverpool-Euston) passing Hillmorton sidings at Rugby in May 1962 behind No.46246 *City of Manchester.* [T. E. Williams]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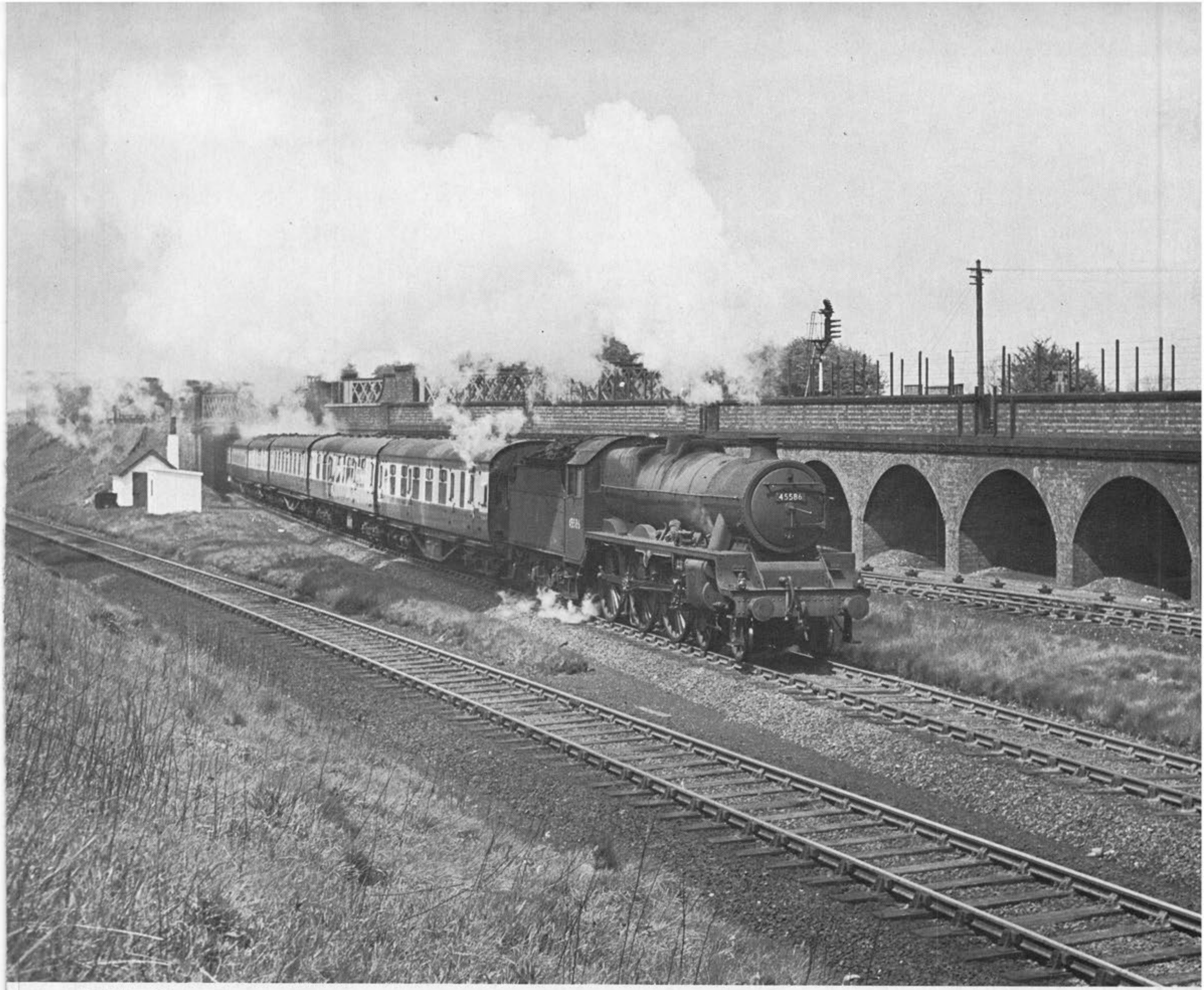
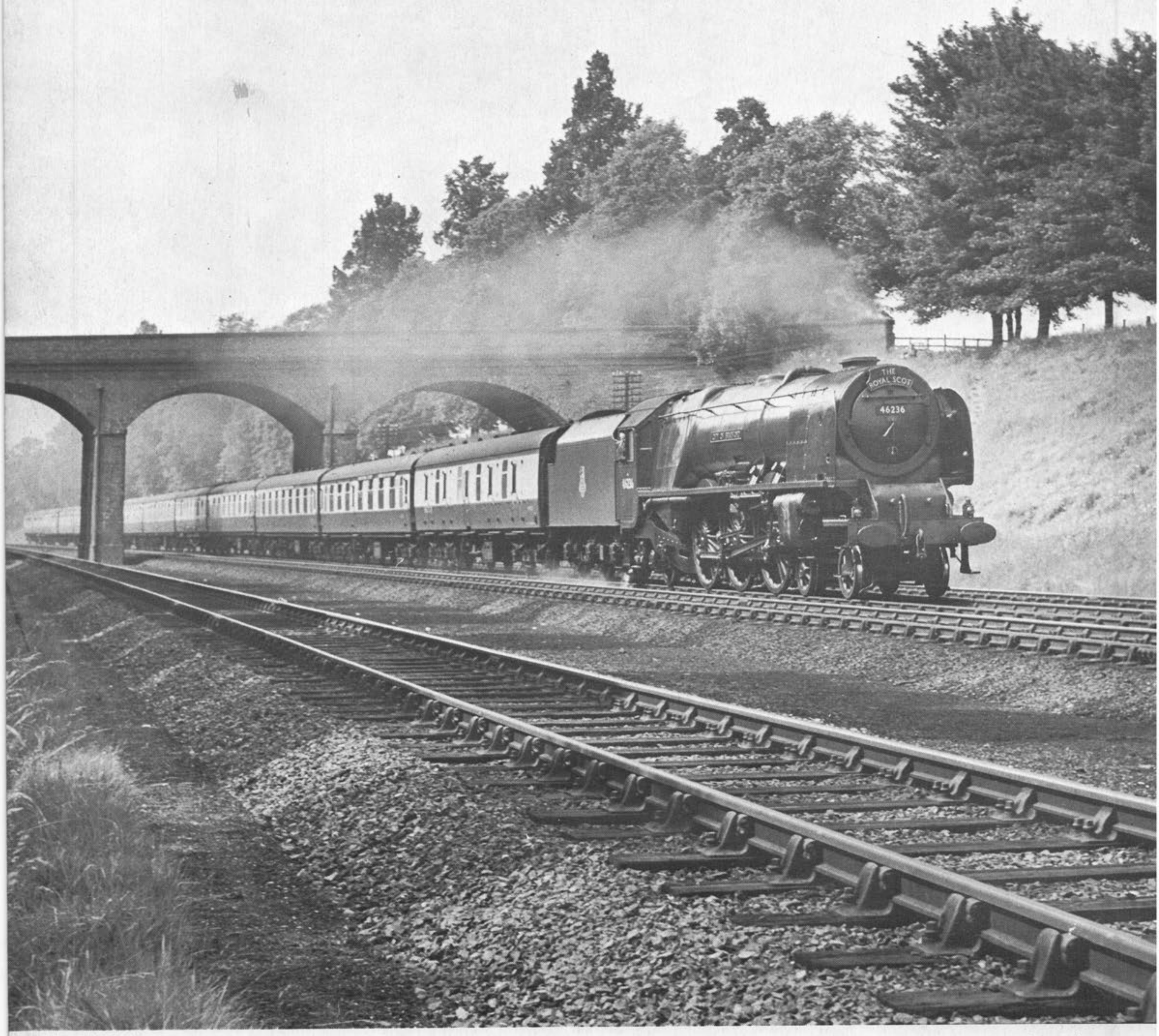
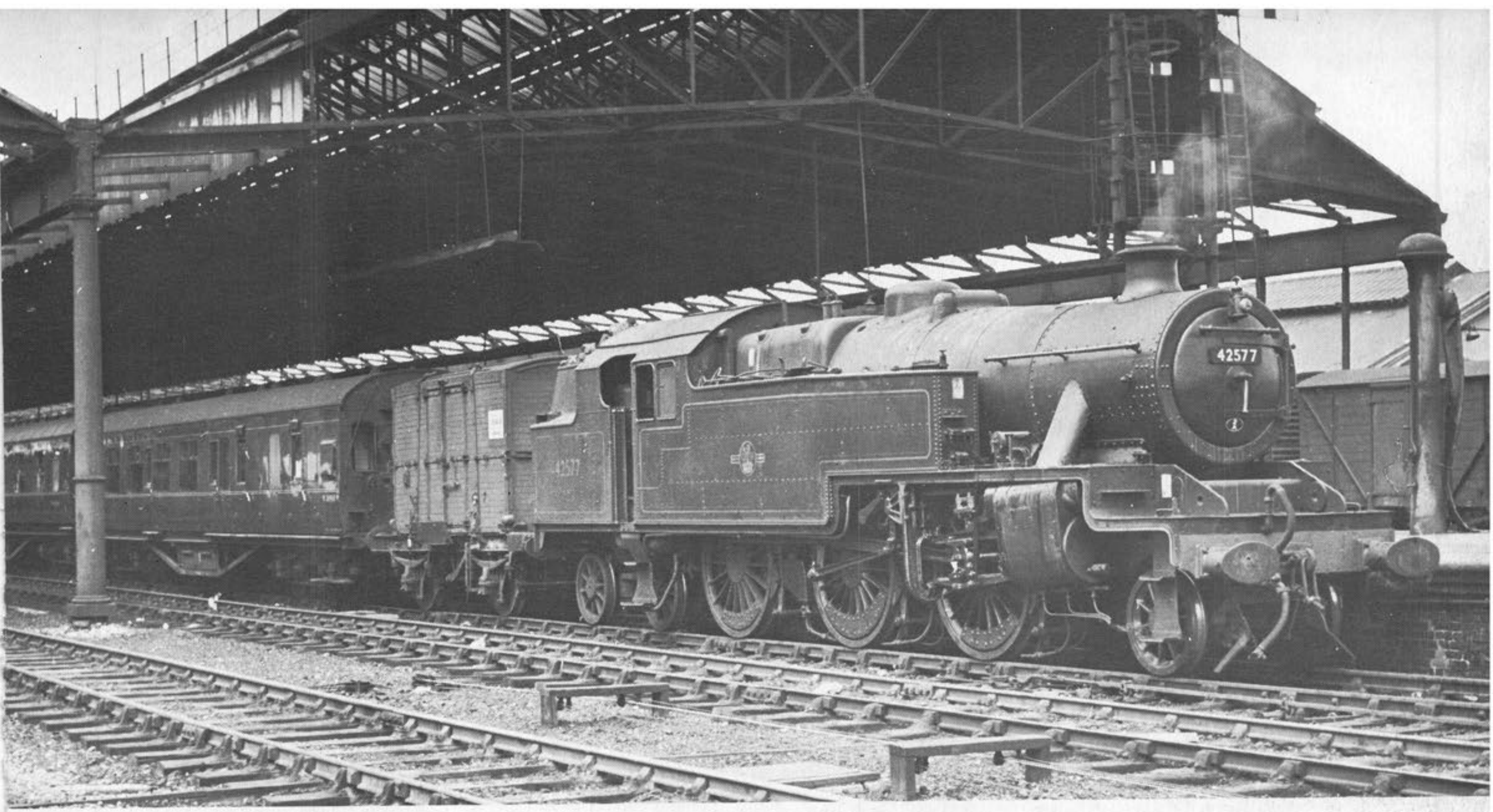


'Jubilee' No.45586 *Mysore* picks up speed south of Rugby with a Wolverhampton-Euston train, 21 May 1955. The long series of names of this class taught junior train spotters a familiarity they would never have otherwise had about the geography of the far-flung British Empire, as well as the history of our Navy. [T. E. Williams]

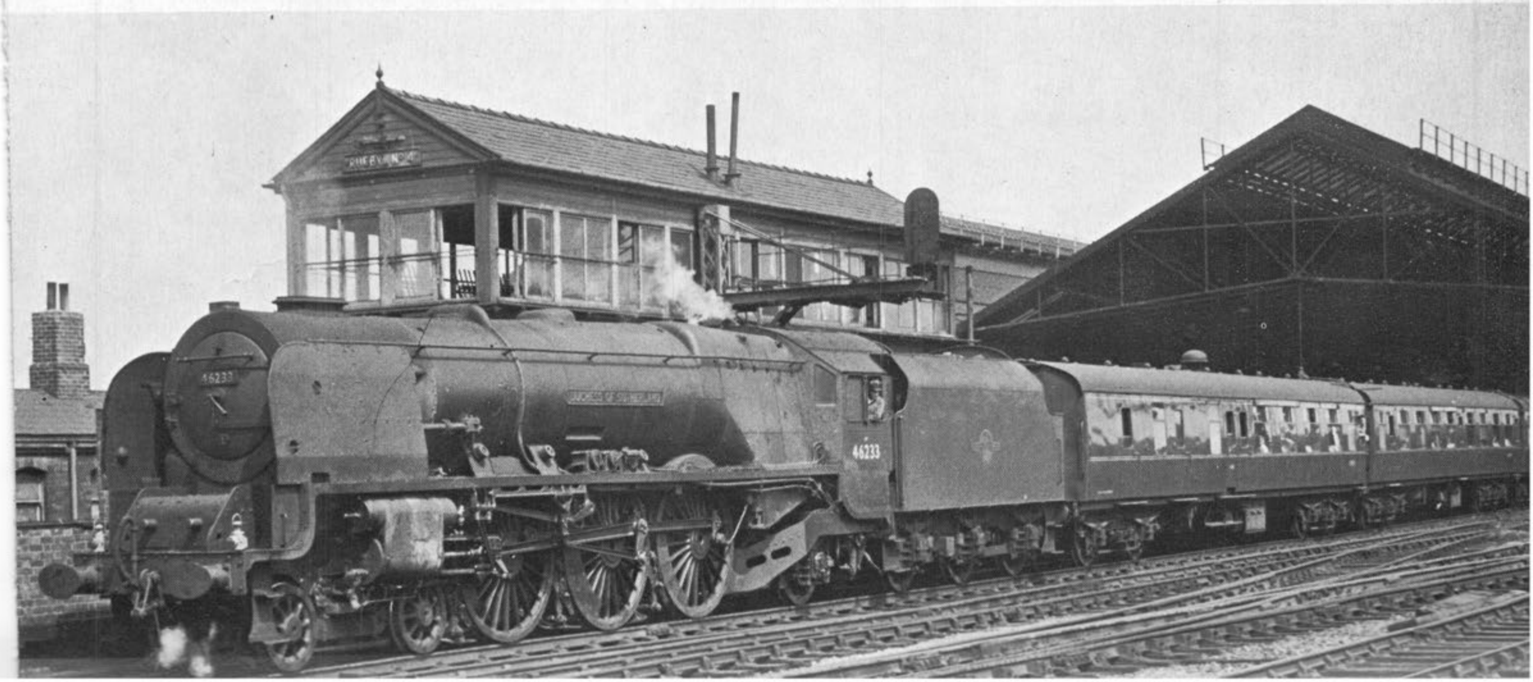
An interesting study in drifting smoke is apparent in this photograph of No.46237 *City of Bristol,* approaching Rugby with a down express on 14 April 1962. Smoke deflectors were added to the class from 1946 onwards. [T. E. Williams]


THE ROYAL SCOT
46236

A superb study of No.46236 *City of Bradford,* in final form, from Camden shed, in Easenhall cutting with the up 'Royal Scot', 6 July 1955. [T. E. Williams]

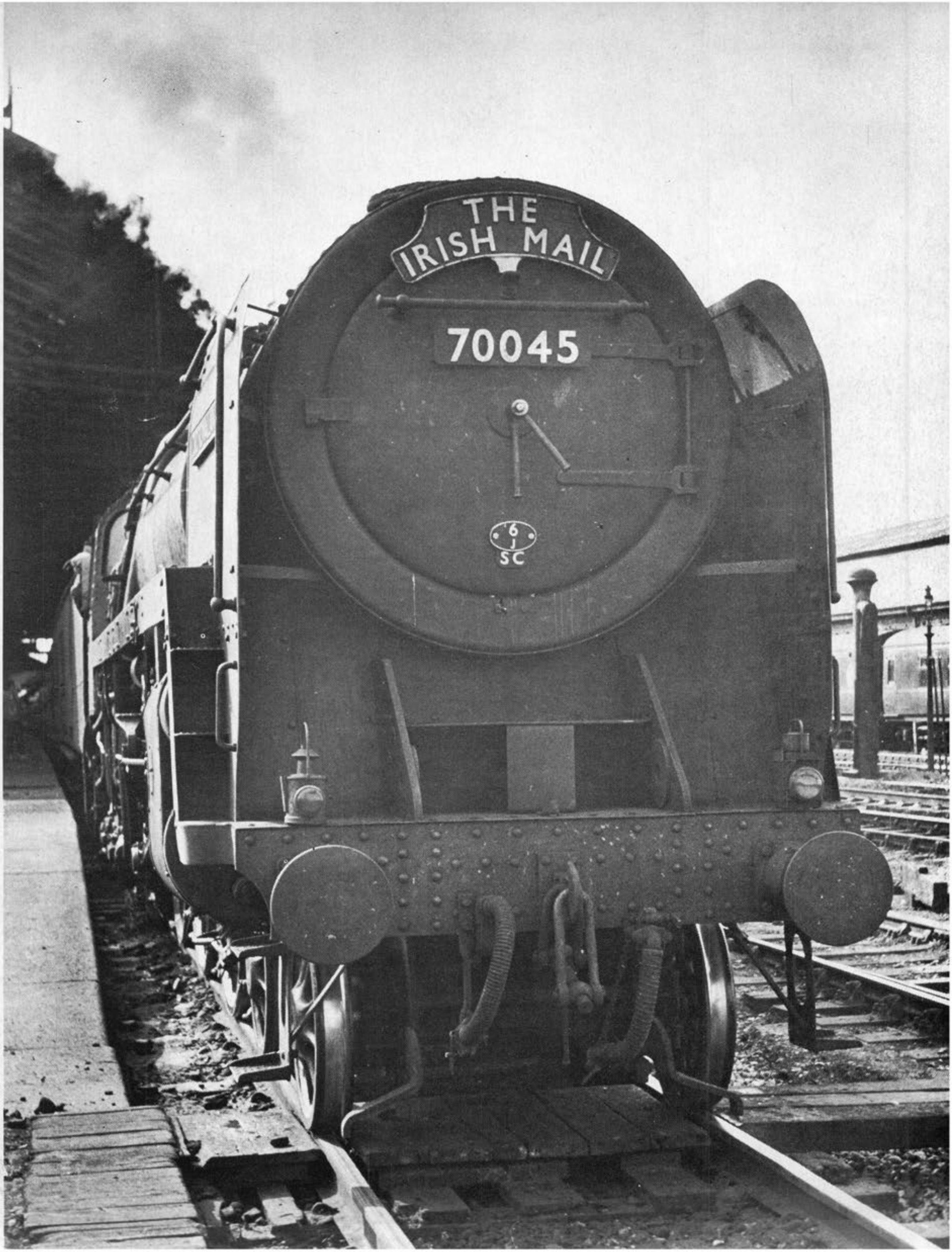


A local for Peterborough awaiting departure at Rugby behind 2-6-4T No.42577 on 12 July 1960. Below, the 1.20 p.m. Euston-Glasgow pauses at Rugby on 23 July 1959, headed by No.46233 *Duchess of Sutherland.* [M. J. Jackson]

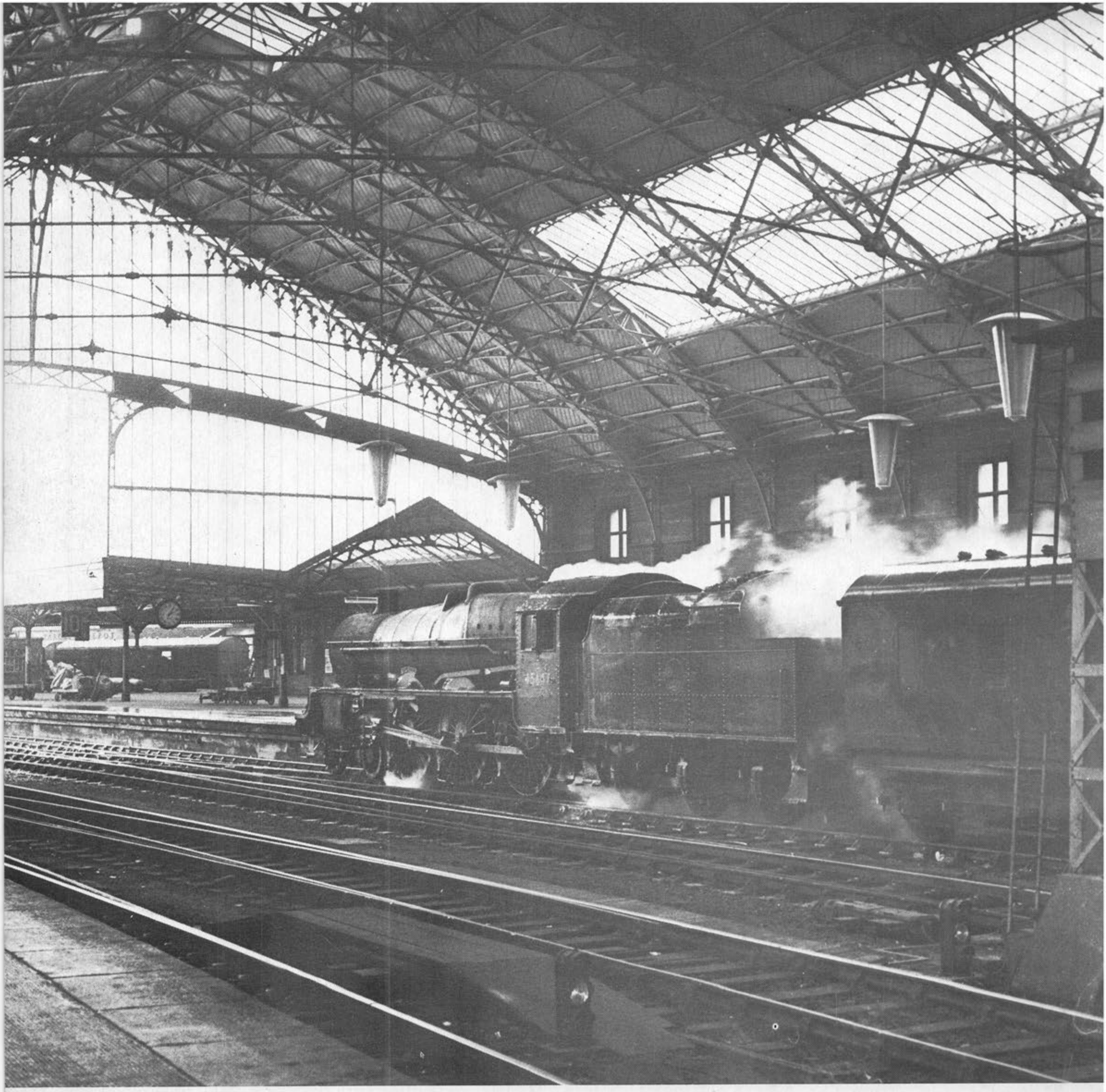

RUGBY No. 4
46233
DUCHESS OF SUTHERLAND

45529

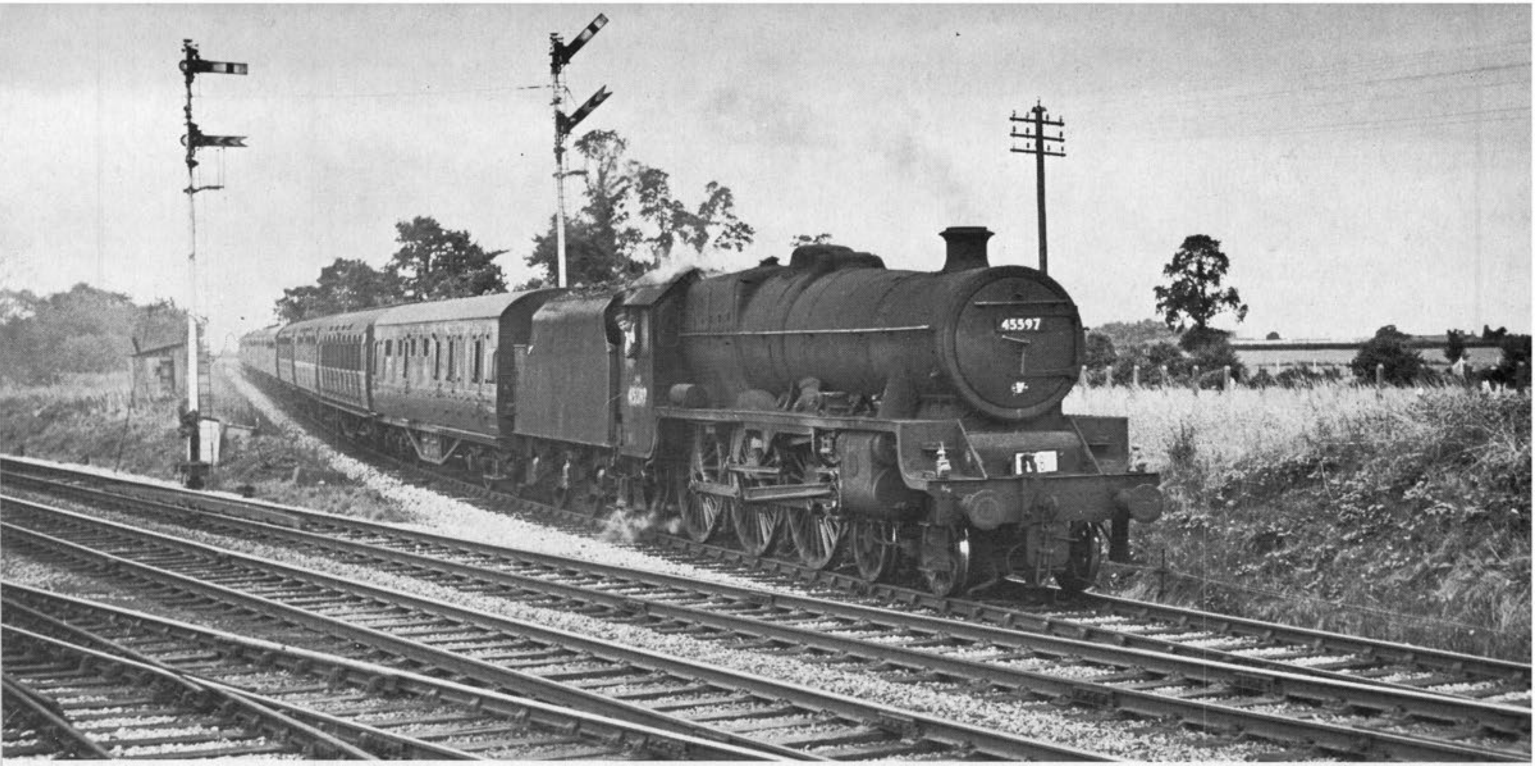
With the influx of diesels in the early 1960s, the converted 6P 4-6-0s were put on somewhat lower-status duties than the top link passenger work they had been on during the 1940s and 1950s; rebuilt 'Patriot' No.45529 *Stephenson* (above) heads south past Hillmorton (Rugby) with a fitted freight in April 1962 whilst rebuilt 'Scot' No.46106 *Gordon Highlander* (below) is seen on WR metals passing Fenny Compton near Leamington Spa with a fitted freight from Washwood Heath in August 1961.
[T. E. Williams]



BR Standard classes feature only rarely in this London Midland Steam series as they were not true LMS types – and as they have a volume of their own – but this view of 'Britannia' class Pacific No.70045 *Lord Rowallan,* at Rugby in July 1959, is included on account of the truly LMS headboard it carries – the oldest and almost the best known of expresses, second only to 'The Royal Scot'.
[M. J. Jackson]

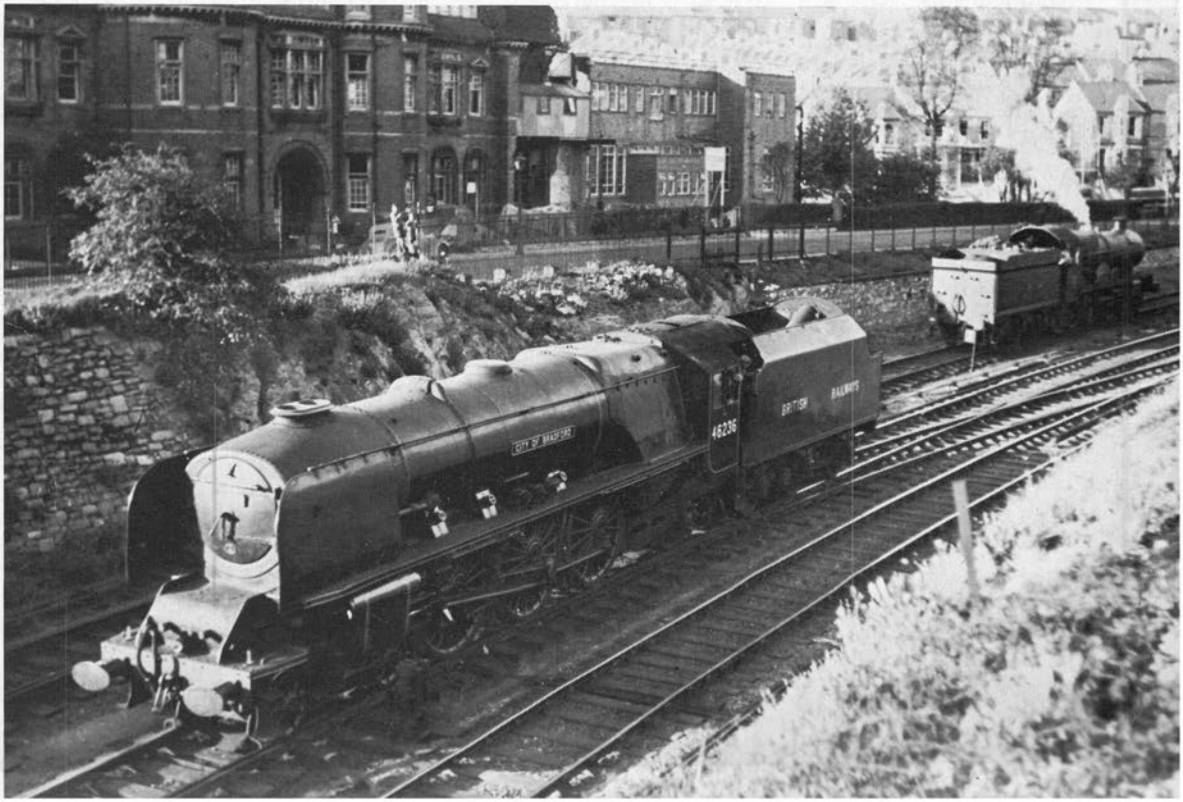


Shadows and steam at Bristol (Temple Meads) as 'Jubilee' No.45647 *Sturdee* arrives with a parcels train from the Midlands on a rainy March afternoon in 1963. [G. A. Richardson]



Yate South Junction, north of Bristol: No.45597 *Barbados* comes off the WR line with the 7.40 a.m. ex-Paignton bound for Newcastle; 29 July 1961.

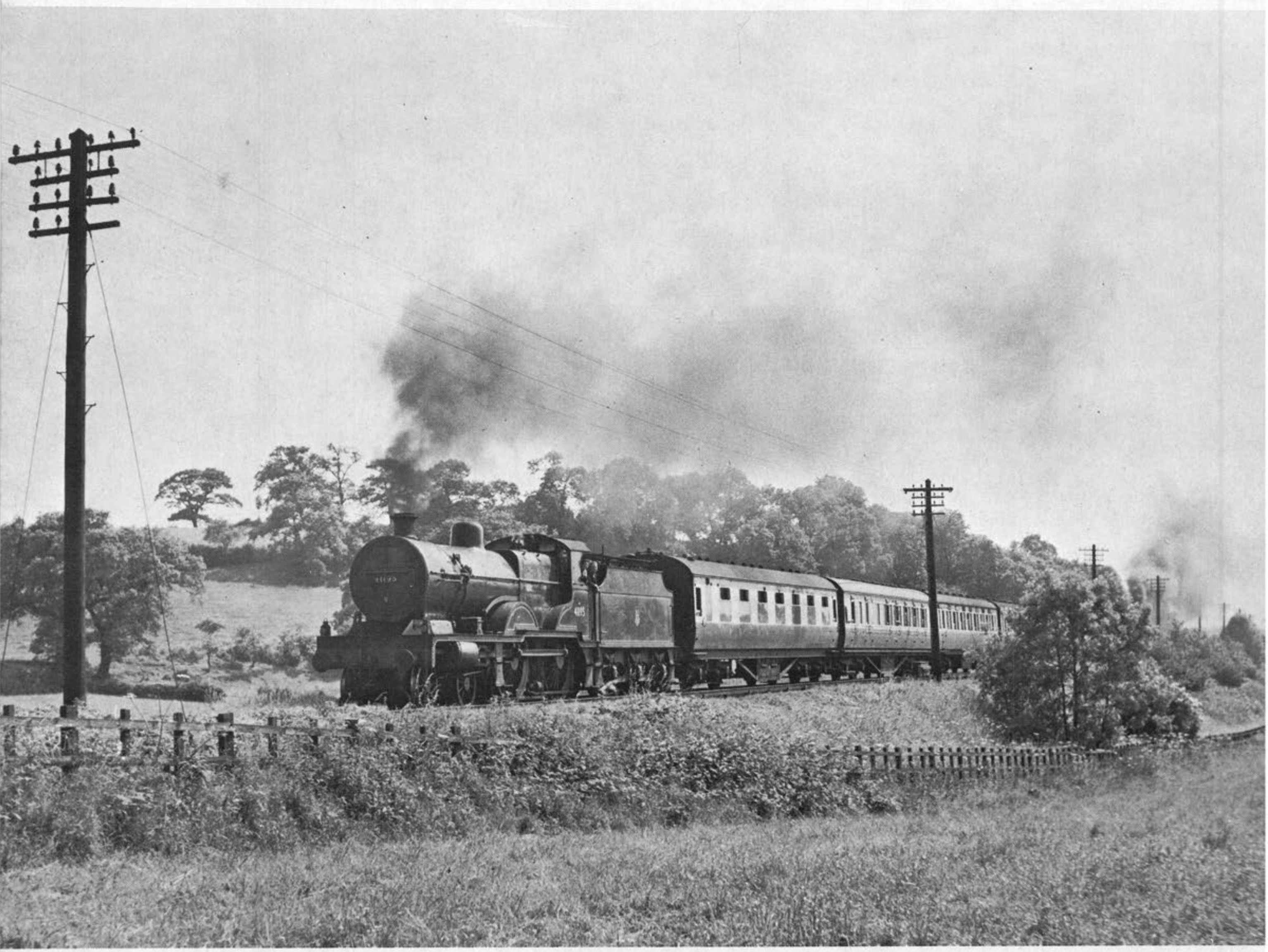
[W. L. Underhay]



No.46236 *City of Bradford* was chosen to represent the ex-LMSR Pacifics in the 1948 Locomotive Exchanges and is seen here outside North Road station at Plymouth, backing out to Laira shed, after arriving with an express from Paddington.

[W. J. Alcock]

Compound 4-4-0 No.41195 on the ascent of Lickey with a north-bound express. With 6′ 9″ drivers and less than 40 tons on them for adhesion, the Compounds were 'slippery' and on particularly wet rails needed sensitive use of the regulator if they were not to break into a dance. [T. E. Williams]

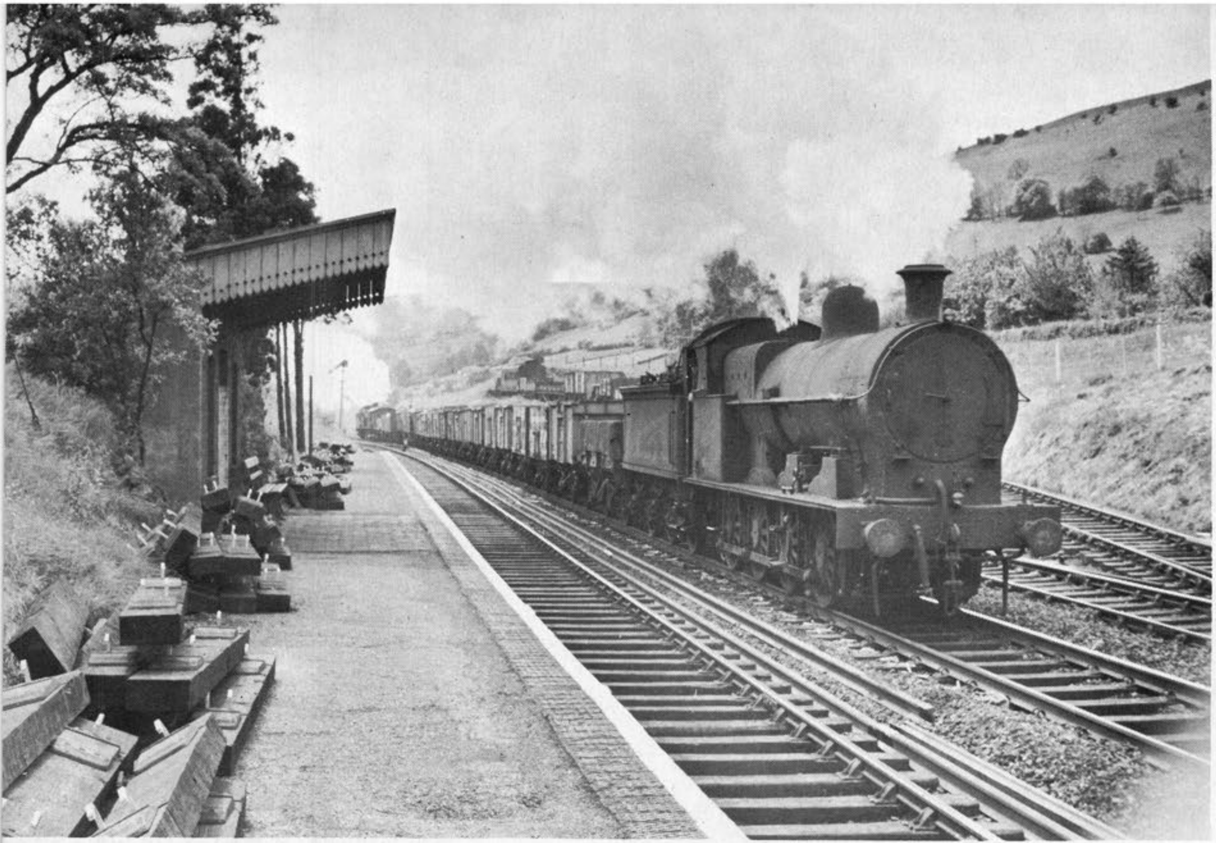


WR 0-6-0PT No.8405 and 3F 0-6-0T No.47308 banking at the rear of 'The Devonian' on Lickey. The interchange of ex-GWR and ex-LMSR types at Bromsgrove for this duty provided an interesting comparison between the two companies' standard shunting tanks; the panniers were a heavier and more modern design which the drivers disliked due to the bad sighting over the high-set tanks when 'buffering-up'.

Below, 'Jubilee' No.45682 *Trafalgar* tackles the 1 in 37 with a partly-fitted freight helped in the rear by one of the Bromsgrove tanks. Assistance of even short freights up the incline was mandatory, not because of the load but to guard against the possibility of any runaway caused by a broken coupling. [T. E. Williams]

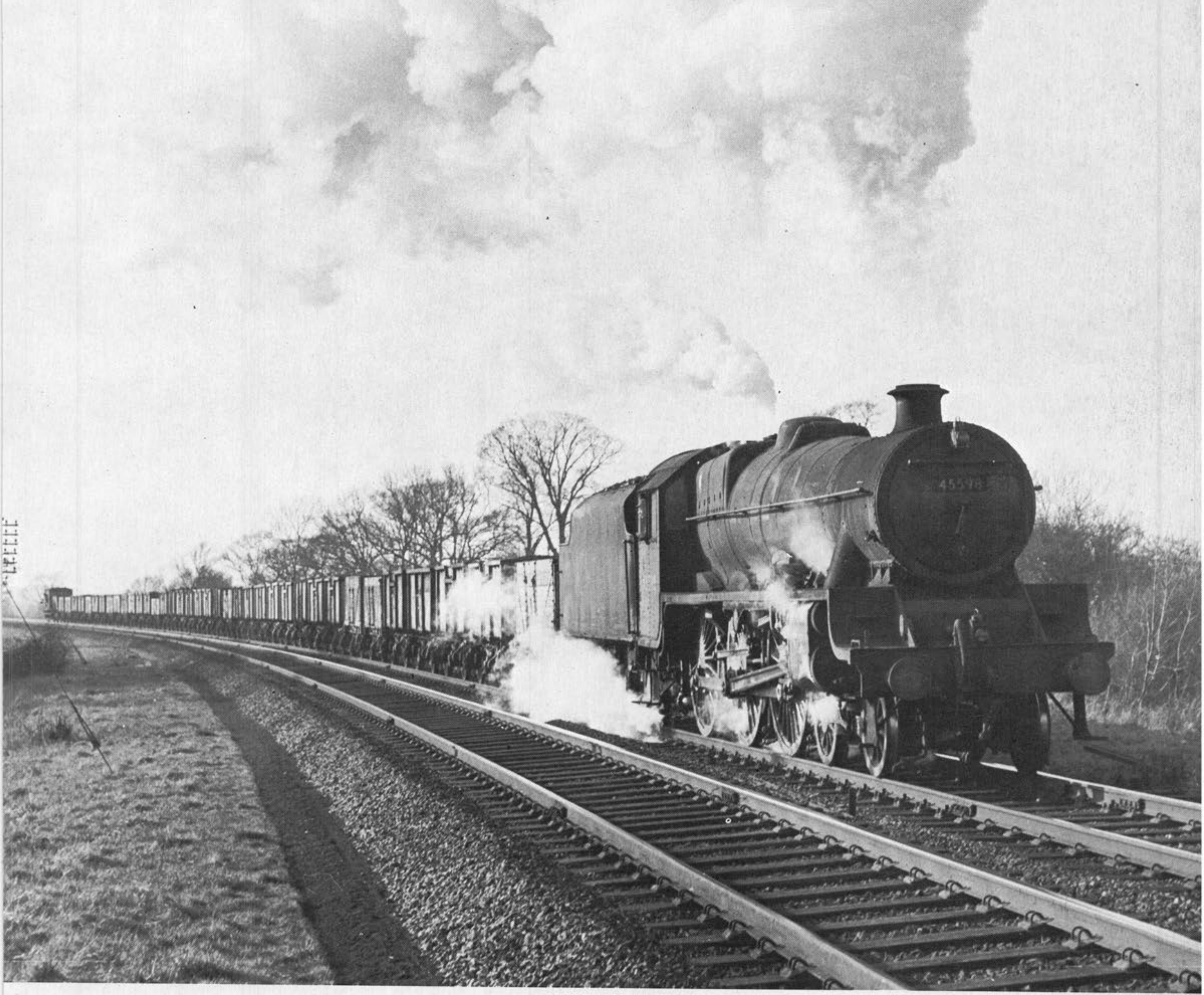
47308
THE DEVONIAN

45682

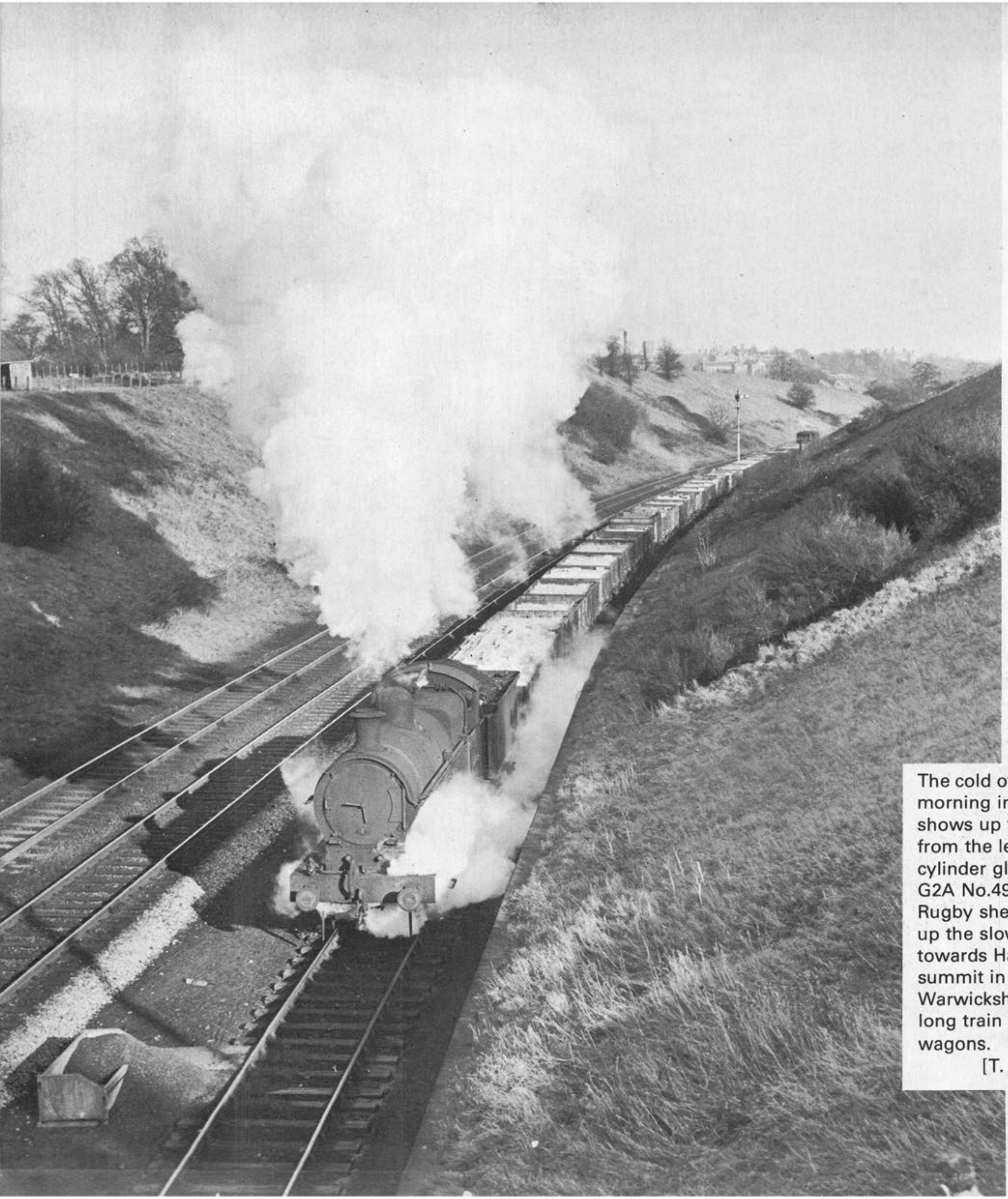


A less well-known locality where banking was frequent was on the northbound climb to Llanvihangel summit from Abergavenny, on the WR Pontypool Road – Hereford section over which the LMS had running rights. Here, two 0-8-0 'Super Ds' plod up to the summit sidings with a freight from South Wales in August 1956.
[G. F. Bannister]

Grimy and uncared-for, Jubilee No. 45598 *Basutoland* presents a sad picture of a once-proud three-cylinder express engine as she struggles along the WR main line near Harbury with a loaded coal train from the Midlands. The date is March 1962 and the remaining steam power in the West Midlands is being run down very savagely in the period leading up to full-scale dieselisation. No.45598 herself was to last to 1964 before withdrawal. [T. E. Williams]



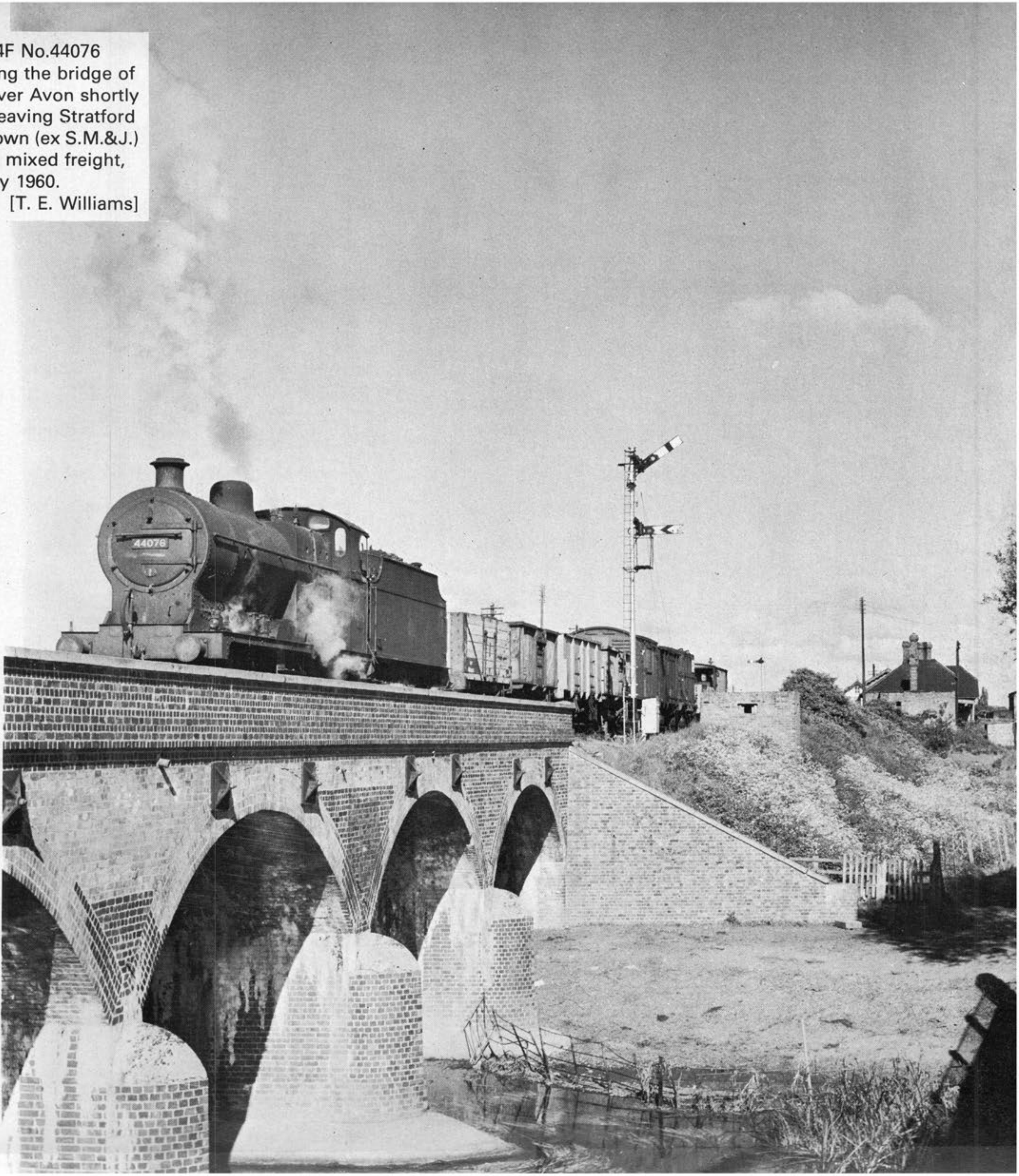
In the early 1960s, Saltley's allocation of 'Royal Scots' seemed to spend much of their time on freights, including at least one regular daily working from Washwood Heath to Oxford and back. No.46137 *The Prince of Wales's Volunteers (South Lancashire)* is here coasting down Hatton bank near Warwick with a freight in March 1962.
[T. E. Williams]

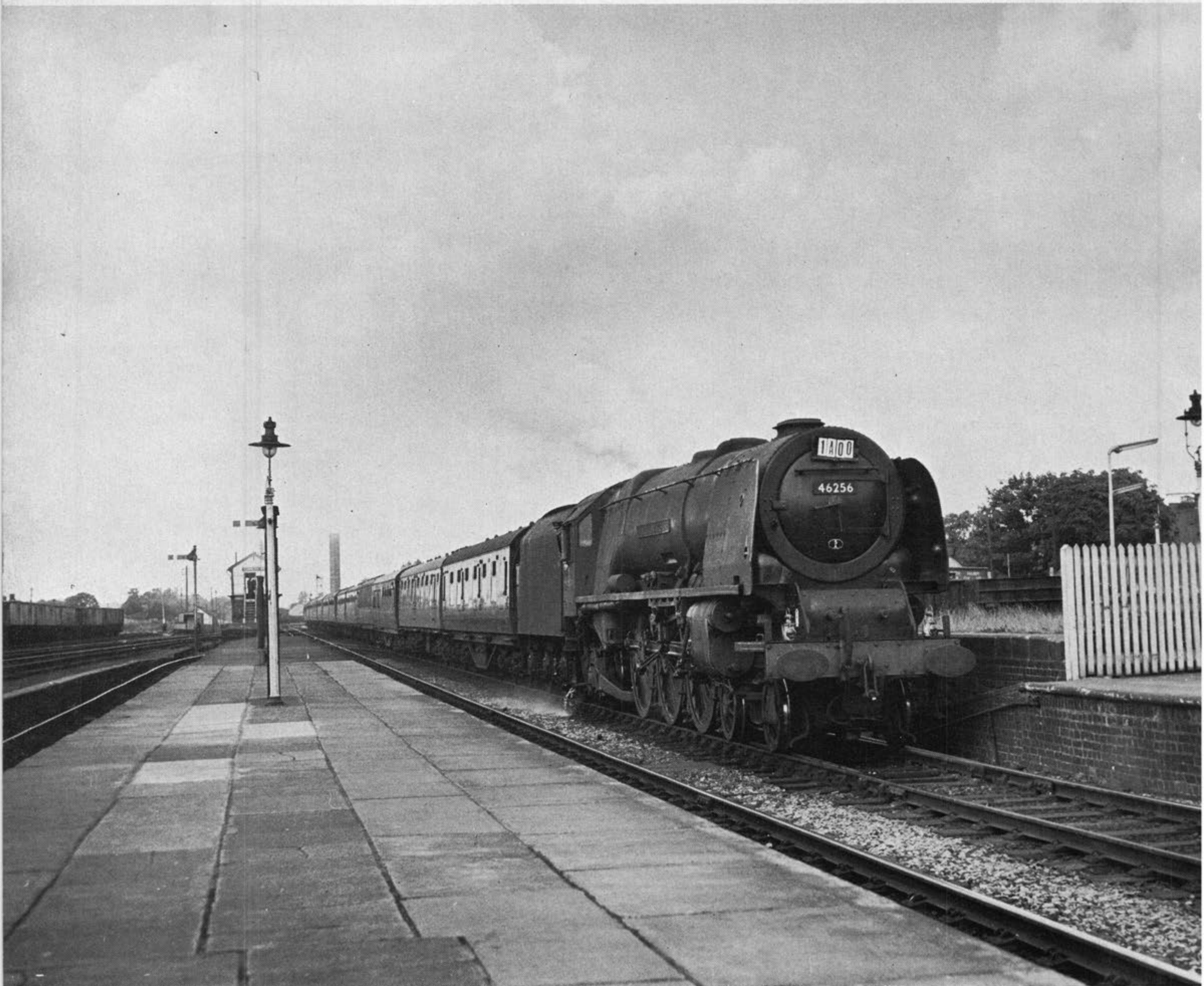


The cold of a February morning in 1957 shows up the steam from the leaking cylinder glands of G2A No.49446, from Rugby shed, heading up the slow line towards Hatton summit in Warwickshire with a long train of brick wagons.

[T. E. Williams]

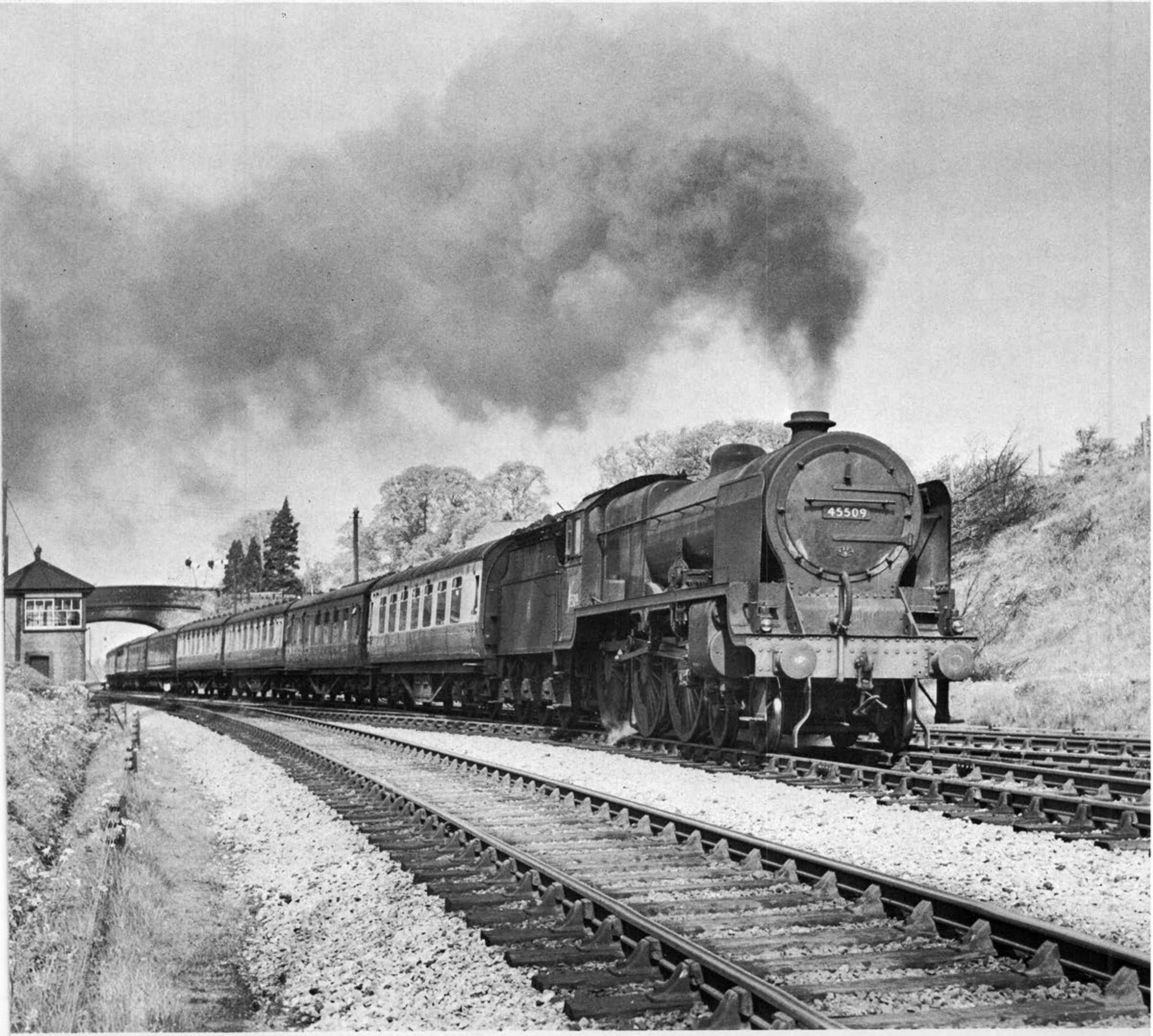
0-6-0 4F No.44076 crossing the bridge of the River Avon shortly after leaving Stratford Old Town (ex S.M.&J.) with a mixed freight, 22 May 1960.
[T. E. Williams]





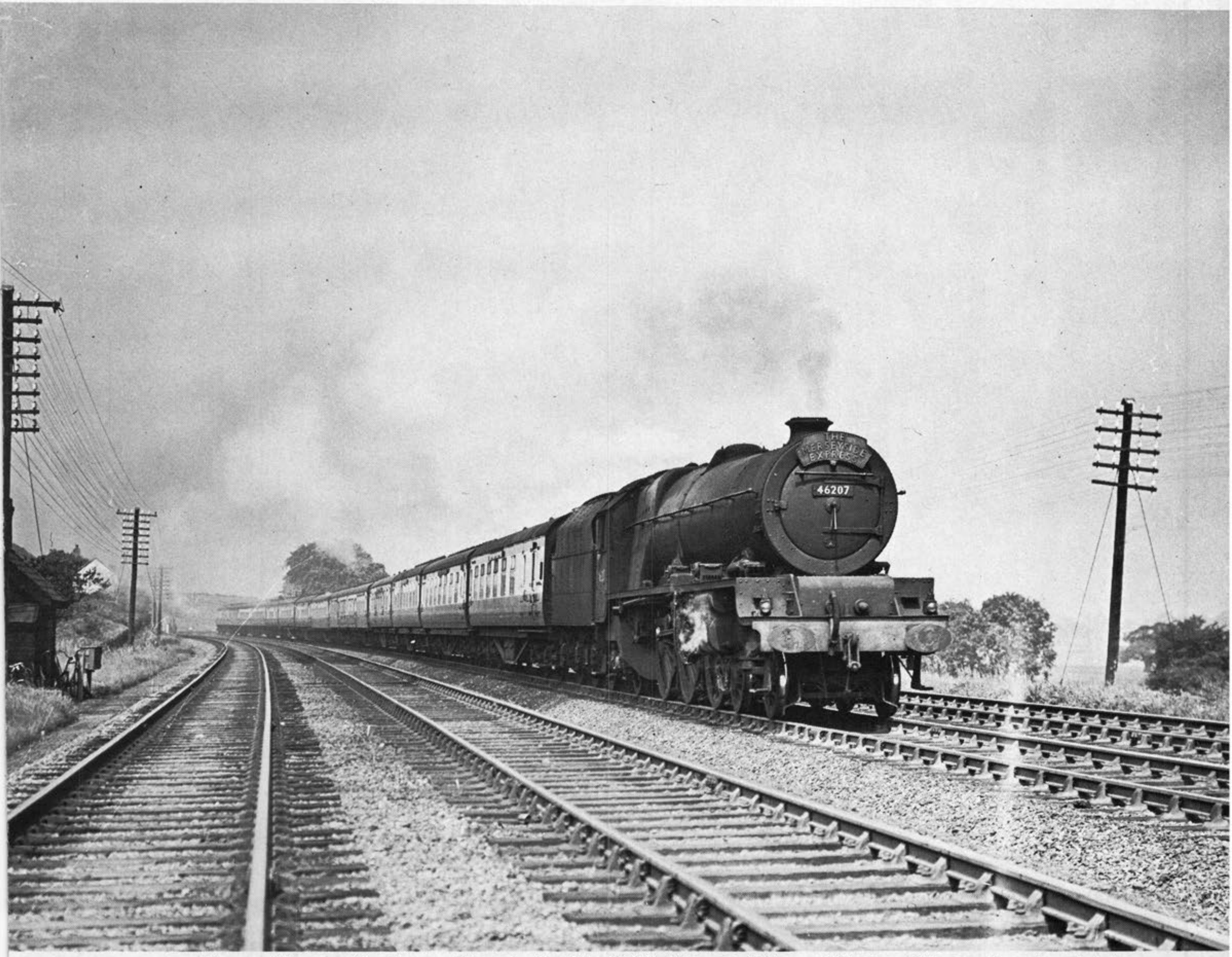
A stranger at Leamington Spa – No.46256 *Sir William A. Stanier FRS* with a diverted Heysham-Euston train in June 1962. The WR pilotman is visible on the fireman's side, 'sighting' for the Pacific's driver who is in the normal near side LMS driving position on the left-hand side. Route availability of Coronation Pacifics when they ran on WR metals was the same as the 'Kings'. [T. E. Williams]

'Patriot' No.45509 *Derbyshire Yeomanry* passing Norton Junction signalbox at Worcester, heading south towards Cheltenham with a Derby-Bristol train, 23 April 1957. [T. E. Williams]

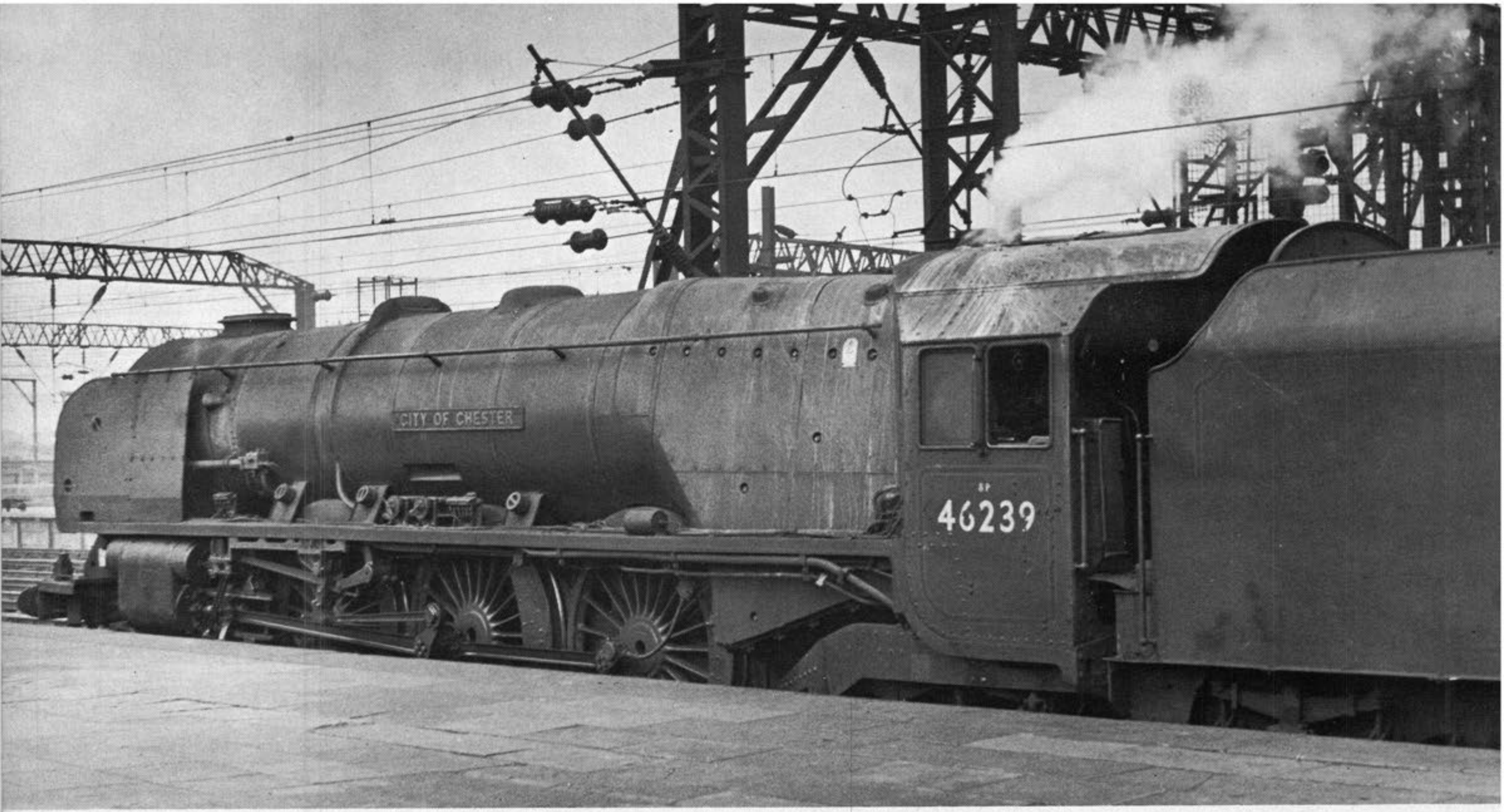


3
45505
45505

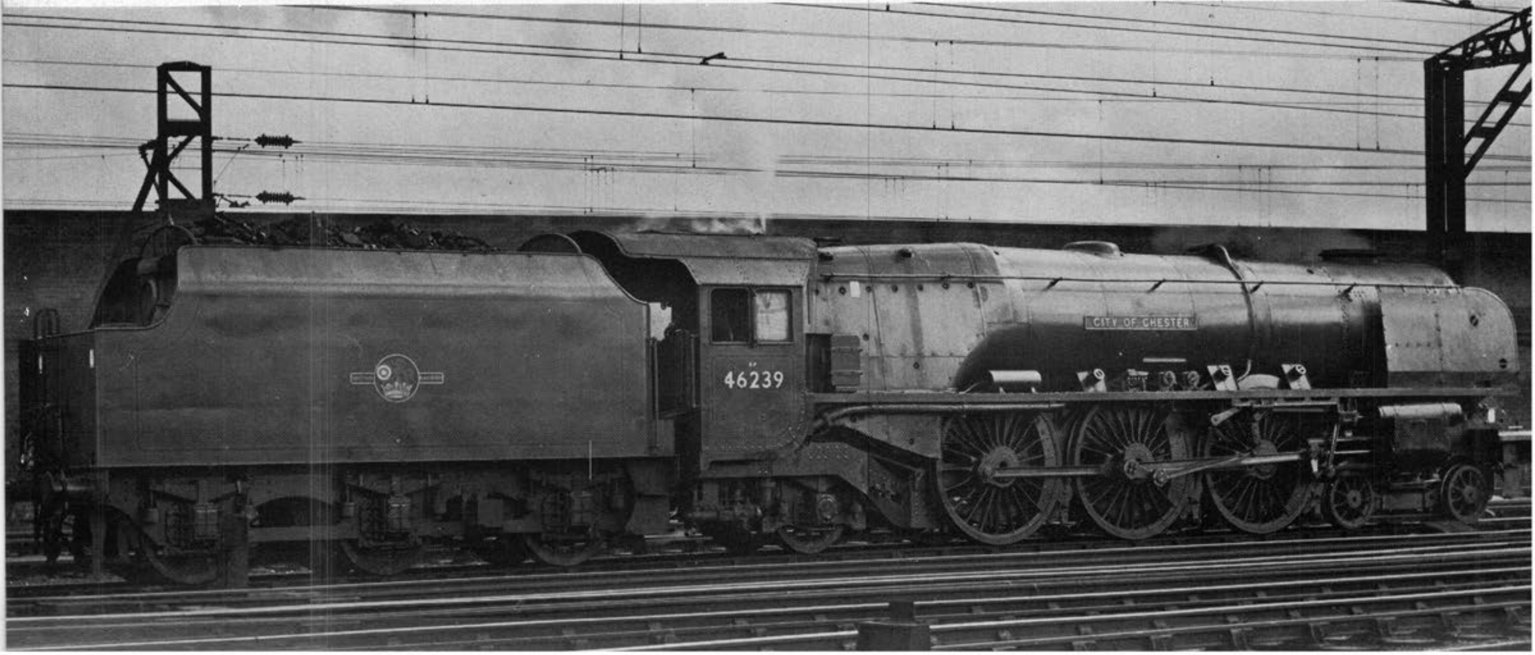
'Patriot' No.45505 *The Royal Army Ordnance Corps,* from Longsight (9A) shed, at Shrewsbury waiting to leave for Crewe, 26 September 1955. Below: Stanier 8F No.48417 (Swindon-built, in 1943) near Ruabon with a freight bound for Chester, 16 September 1961. [R. K. Taylor: A. Tyson]

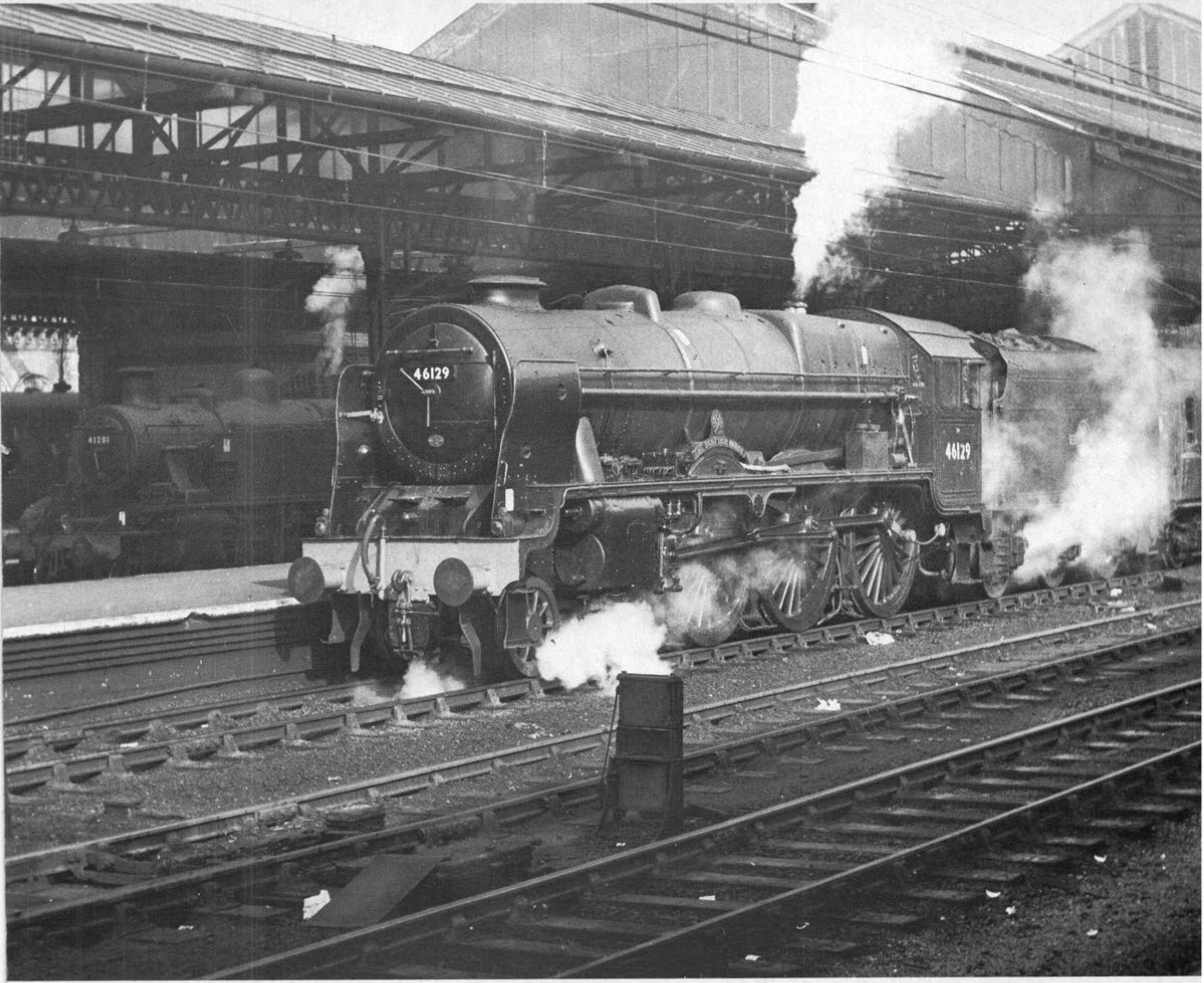


The up 'Merseyside Express' headed by No.46207 *Princess Arthur of Connaught* near Rugeley, 1 July 1953. This was the locomotive involved in the serious accident near Weedon two years earlier (in September 1951), also on an up express from Liverpool, when a defect brought the front bogie off the track. Doing more than 60 m.p.h. and with 15 on, the resulting derailment was a severe one and fifteen persons were killed. [Rev. A. C. Cawston]

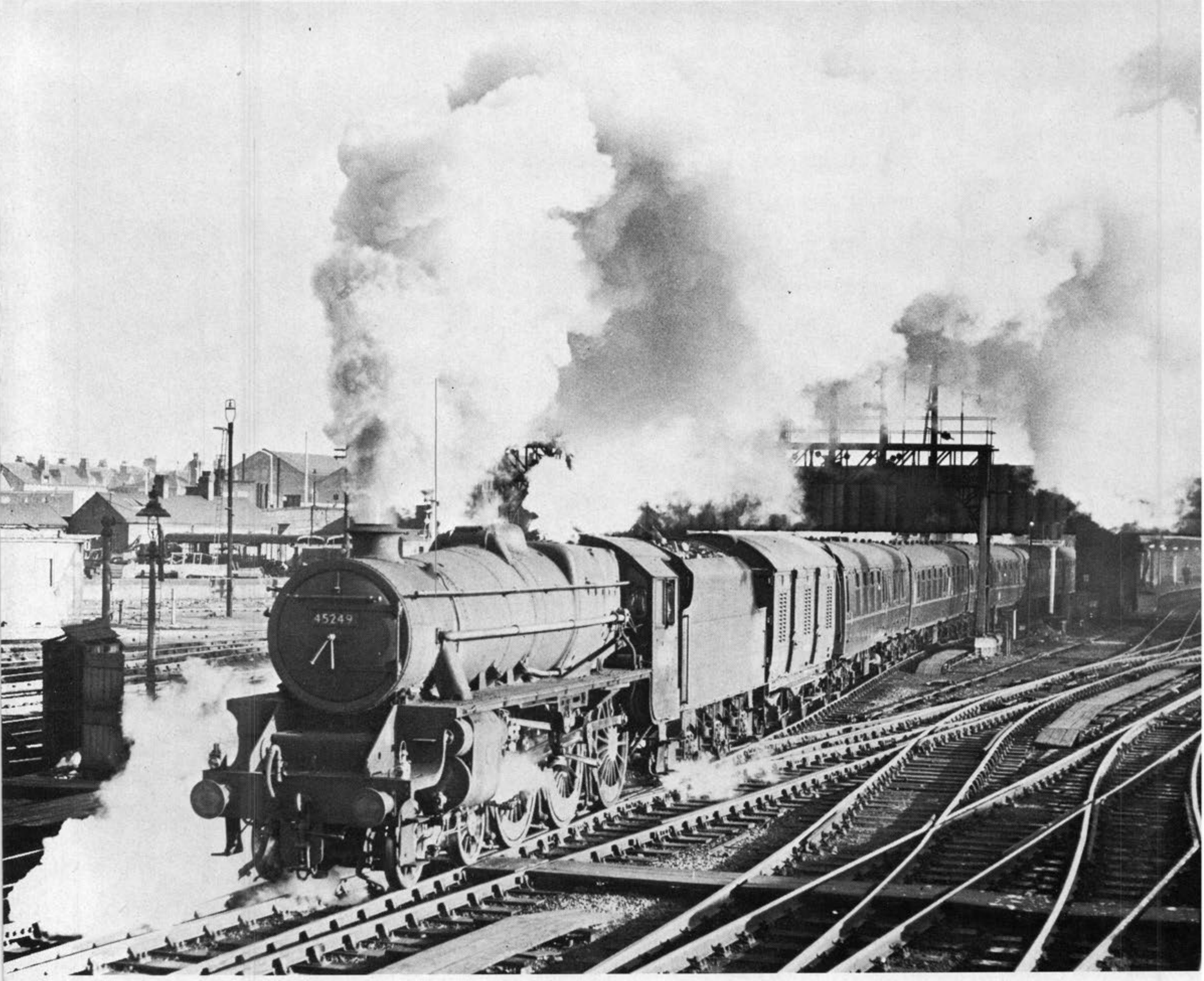

CITY OF CHESTER
46239

Coronation Pacific No.46239 *City of Chester* at Crewe; above, on 2 June 1961 waiting to proceed to North shed after working in from Euston and (below) standing at the south end of the station in April 1962 ready to take over from one of the Polmadie stud. [M. J. Jackson : P. H. Hanson]


CITY OF CHESTER
46239

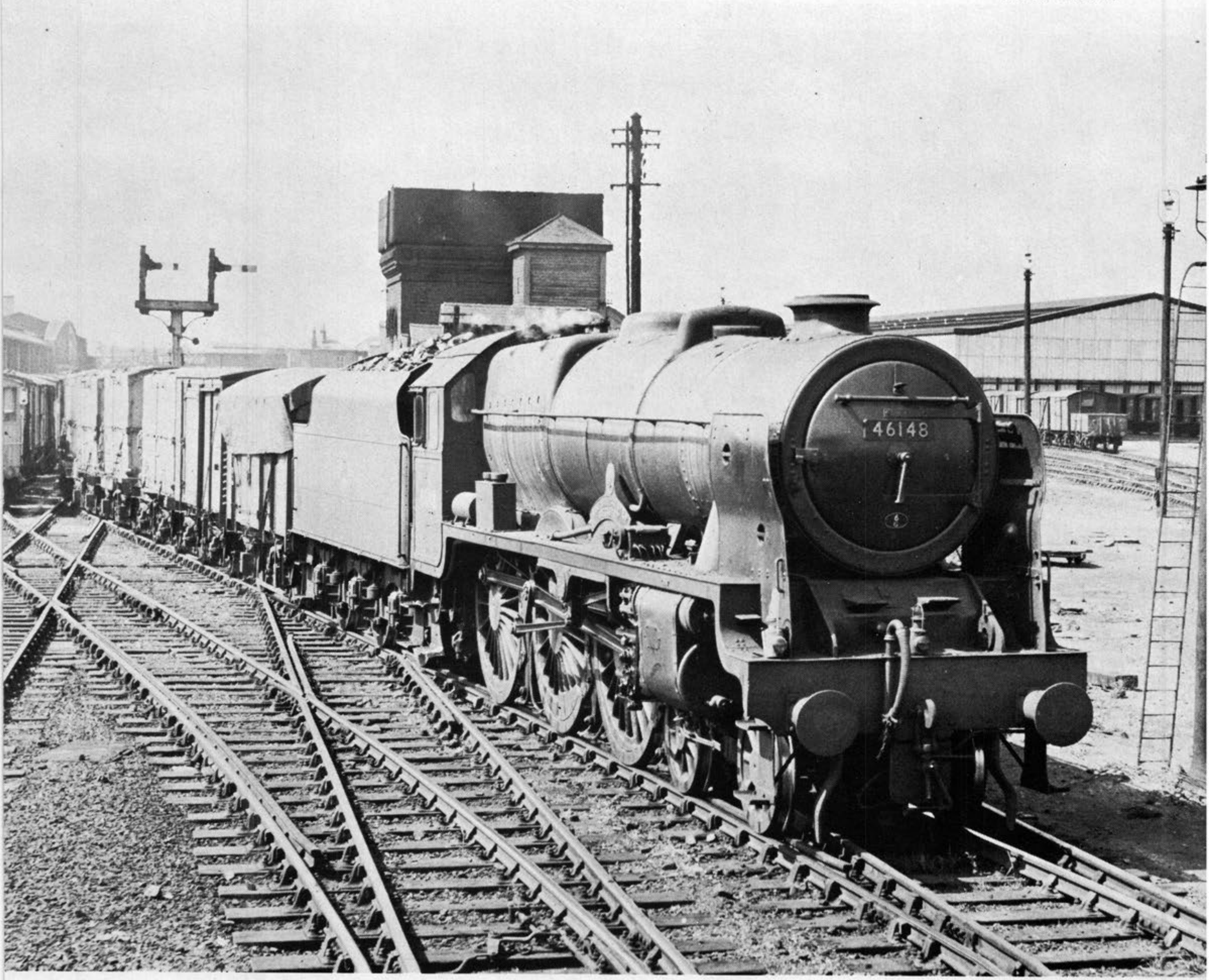

46129
41201
46129

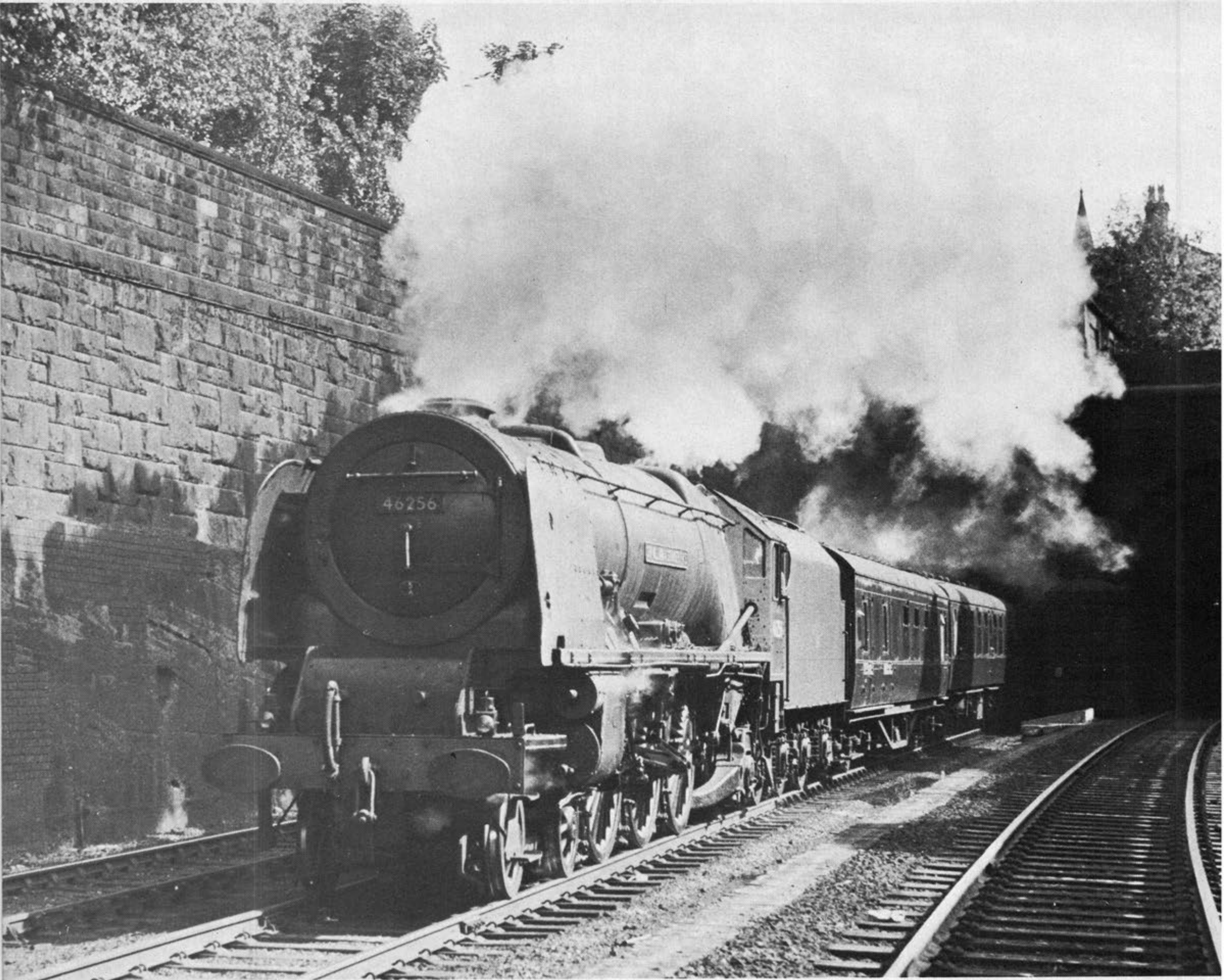
Rebuilt Scot No.46129 *The Scottish Horse* on a Birmingham train ready to leave Crewe on 28 April 1962. At this date she had only recently been out-shopped. [A. Tyson]



Class 5 No.45249 covers the down end of Chester (General) with clouds of steam and smoke as she departs with a Manchester-Holyhead train in March 1961. Next stop is Prestatyn, an easy and near-level run of 26 miles. [J. R. Carter]

No.46148 *The Manchester Regiment* again, leaving Chester goods lines with a vacuum-fitted freight. This was one of the Crewe North 'Scots' which was replaced there by Class 40 diesels in the early 1960s, and was then re-allocated to Llandudno Junction shed. [J. R. Carter]



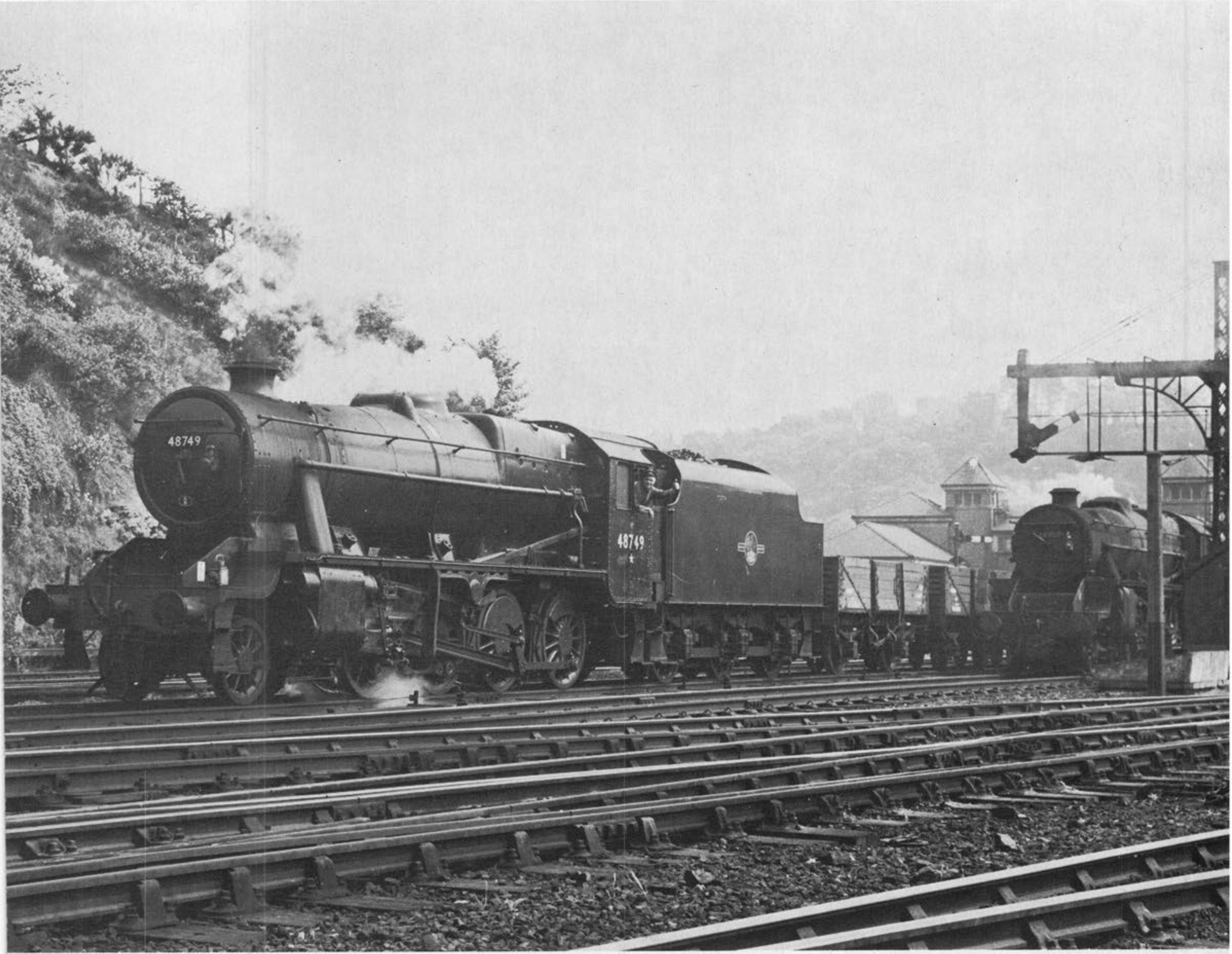


Pacific No.46256 *Sir William A. Stanier FRS* with a Holyhead express leaving Chester; at one time the 'Scots' were top dogs on the North Wales expresses but were displaced by the 'Duchesses' for a year or two in the early 1960s.
[J. R. Carter]

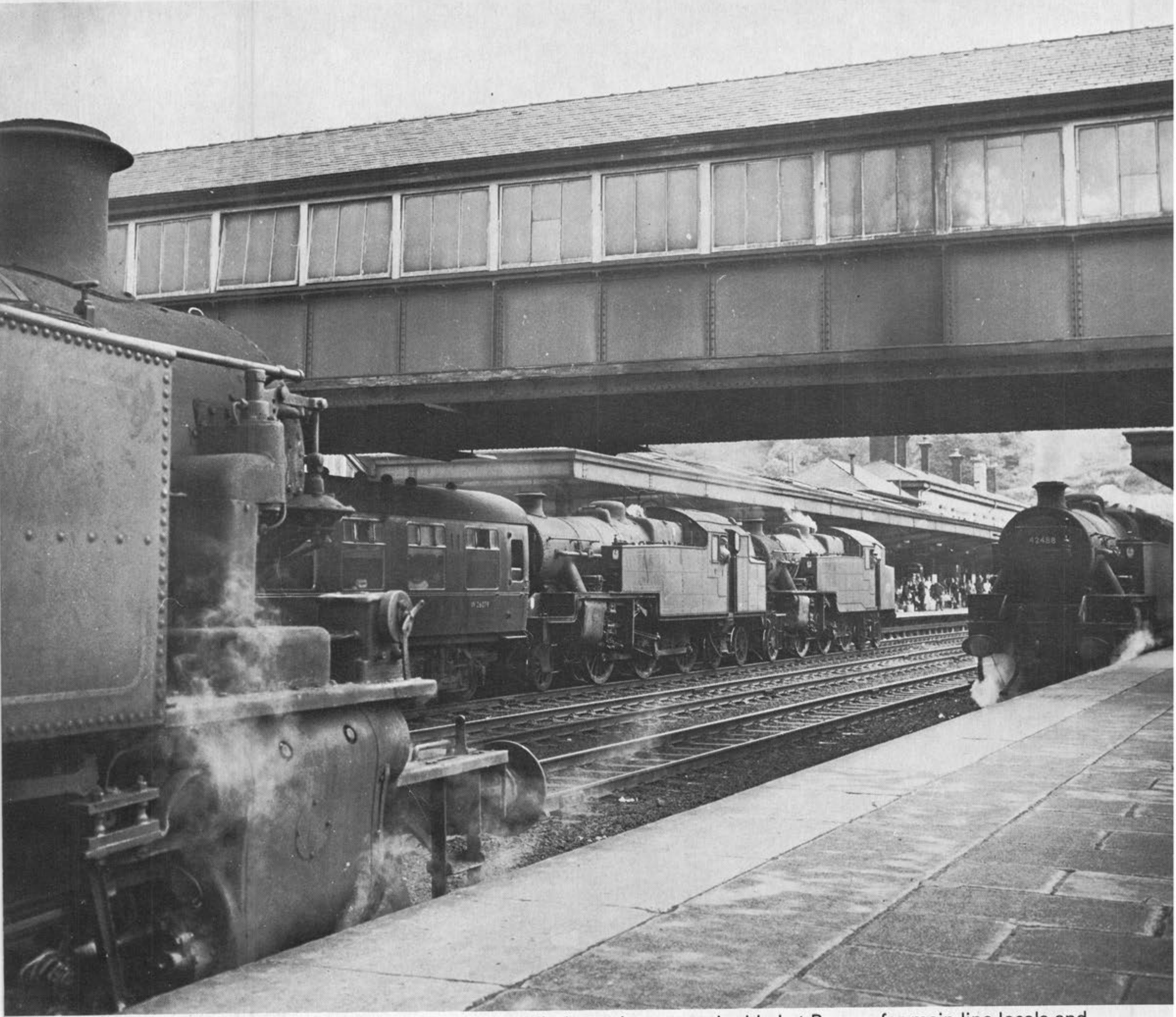
Two Class Fives running side by side near Queensferry on the four-track section of the line into North Wales, 3 June 1963. In the holiday season, with summer extras plus specials and a large number of day excursions, the relief lines on this route were well utilised.
[A. Tyson]

84003
THE
WELSH DRAGON

8Fs were never numerous on the North Wales main line, and distinctly rare until about 1960. No.48749, built at Darlington for the LNER in 1946, was ex-works and running-in when photographed at Bangor in 1962. [E. N. Kneale]

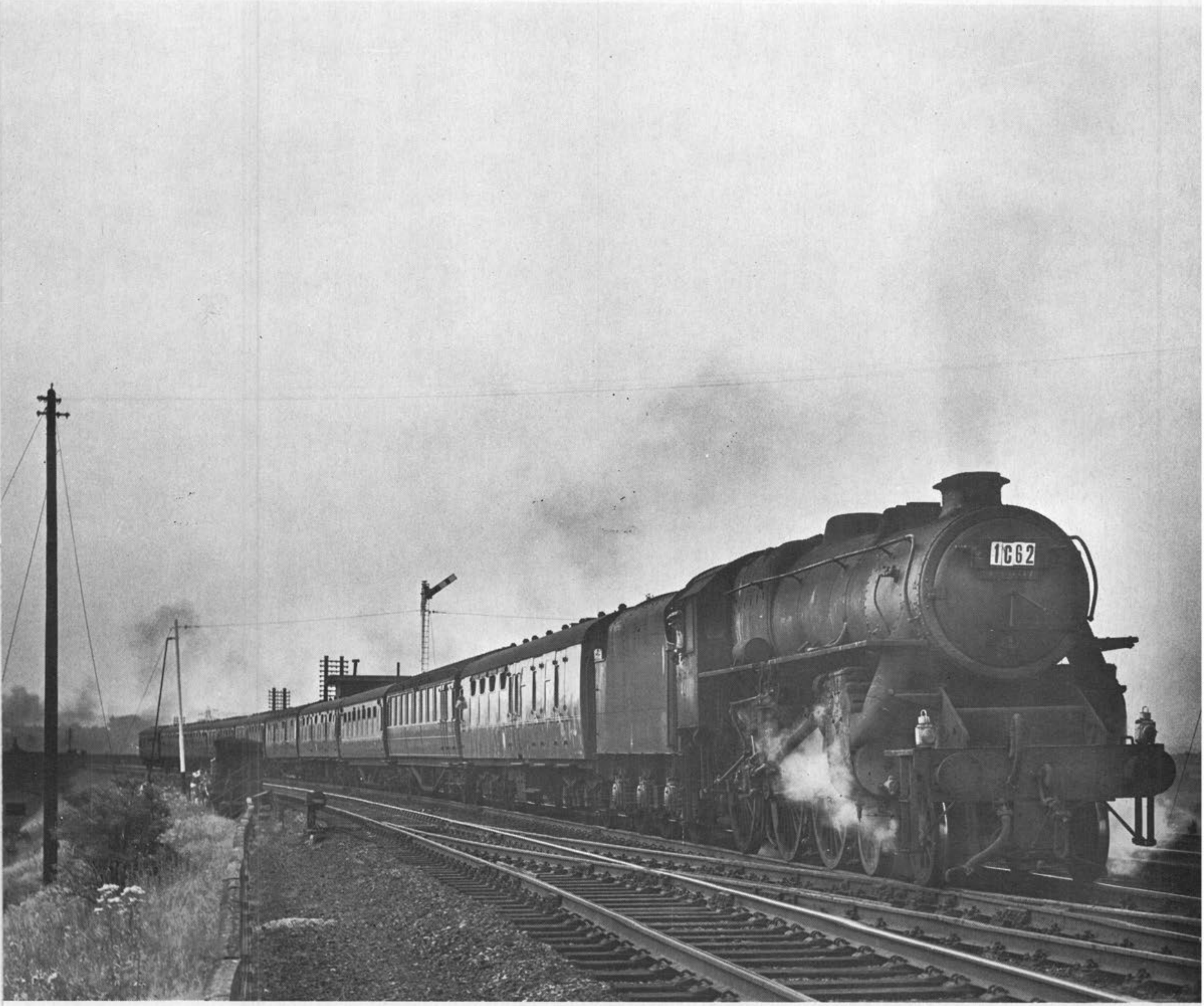


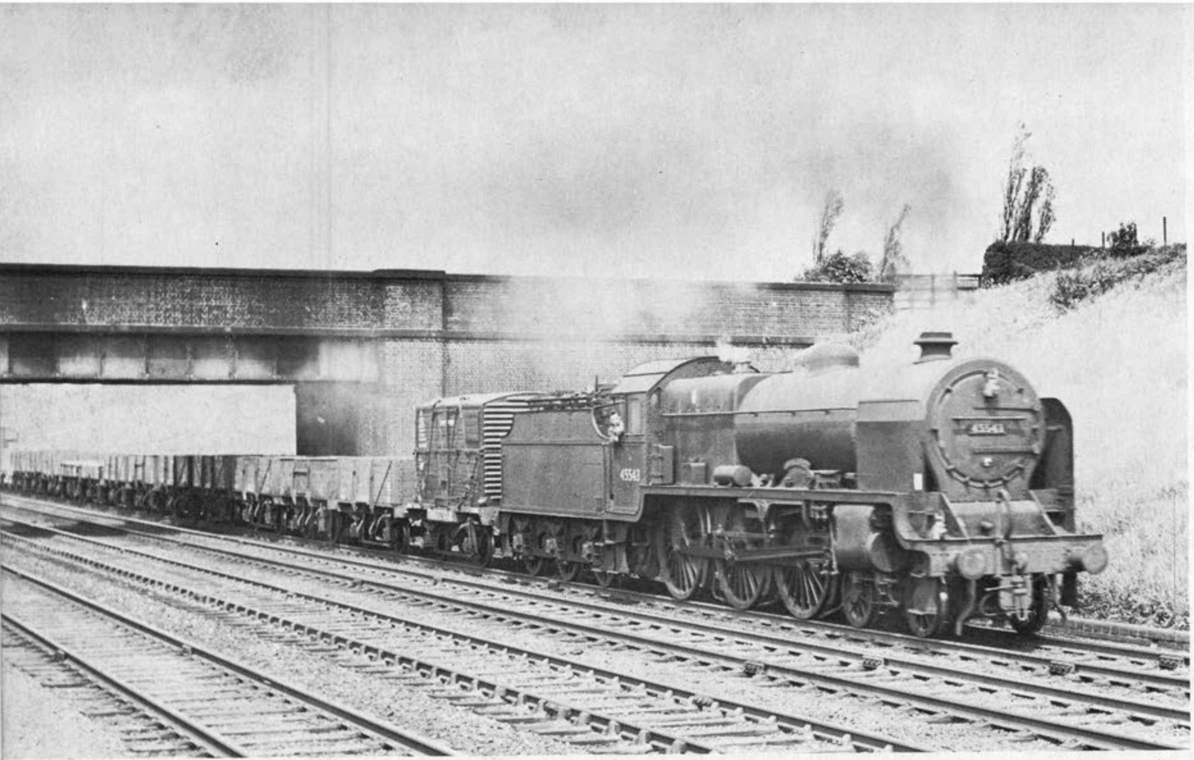
2-6-4T No.42652 near Abergele on the North Wales coast heading an excursion for Llandudno on a Sunday in August 1961. In the post-war years, the relief lines along this stretch were utilised in winter to store the surplus coaching stock needed for each season's excursions and extra traffic. Below; 2-6-2T No.84003 passing Foryd Junction at Rhyl (where the Ruthin branch diverged) with 'The Welsh Dragon', 6 August 1962. This was the name of the Rhyl-Llandudno push-pull shuttle service introduced in the late 1950s to serve the coast resorts here. [A. Tyson]



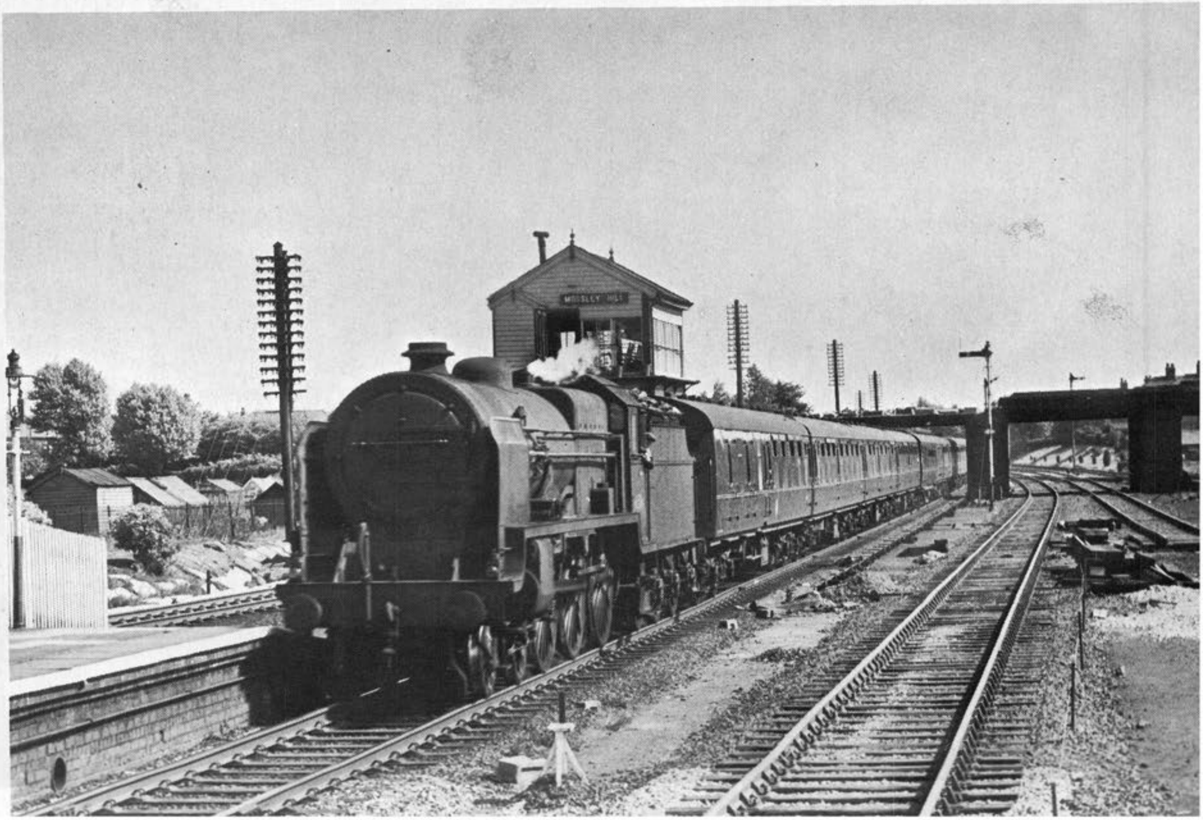
Several Stanier/Fairburn 2-6-4 tanks of the two-cylinder variety were shedded at Bangor for main line locals and branch line use; on a Saturday in June 1963, Nos.42478 and 42704 bring in a Butlin's Holiday Camp special from Pen-y-chain (Pwllheli), passing 2-6-2T No.41226 in the foreground (with an Amlwch pull-and-push train) and No.42488 with a parcels train to Chester. [E. N. Kneale]

'Black Five' variant No.44687, with a train from North Wales to Manchester on 17 August 1964, joins the West Coast main line at Acton Grange Junction, the next stop being Warrington (Bank Quay). This was the last of the many Class 5s produced, one of the final pair turned out from Horwich works in 1951 and allocated to Longsight shed for some years prior to withdrawal in 1966. [P. H. Hanson]

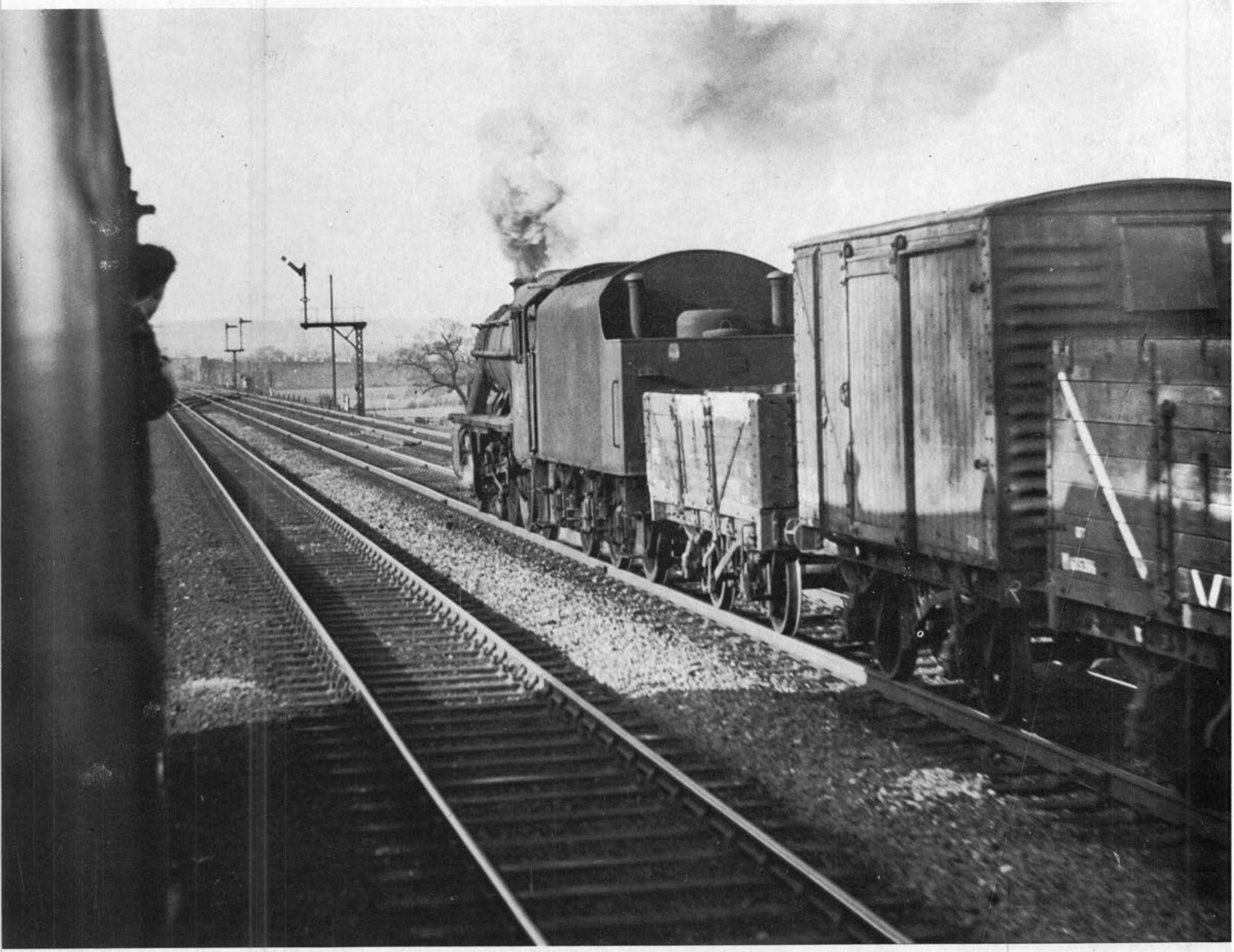




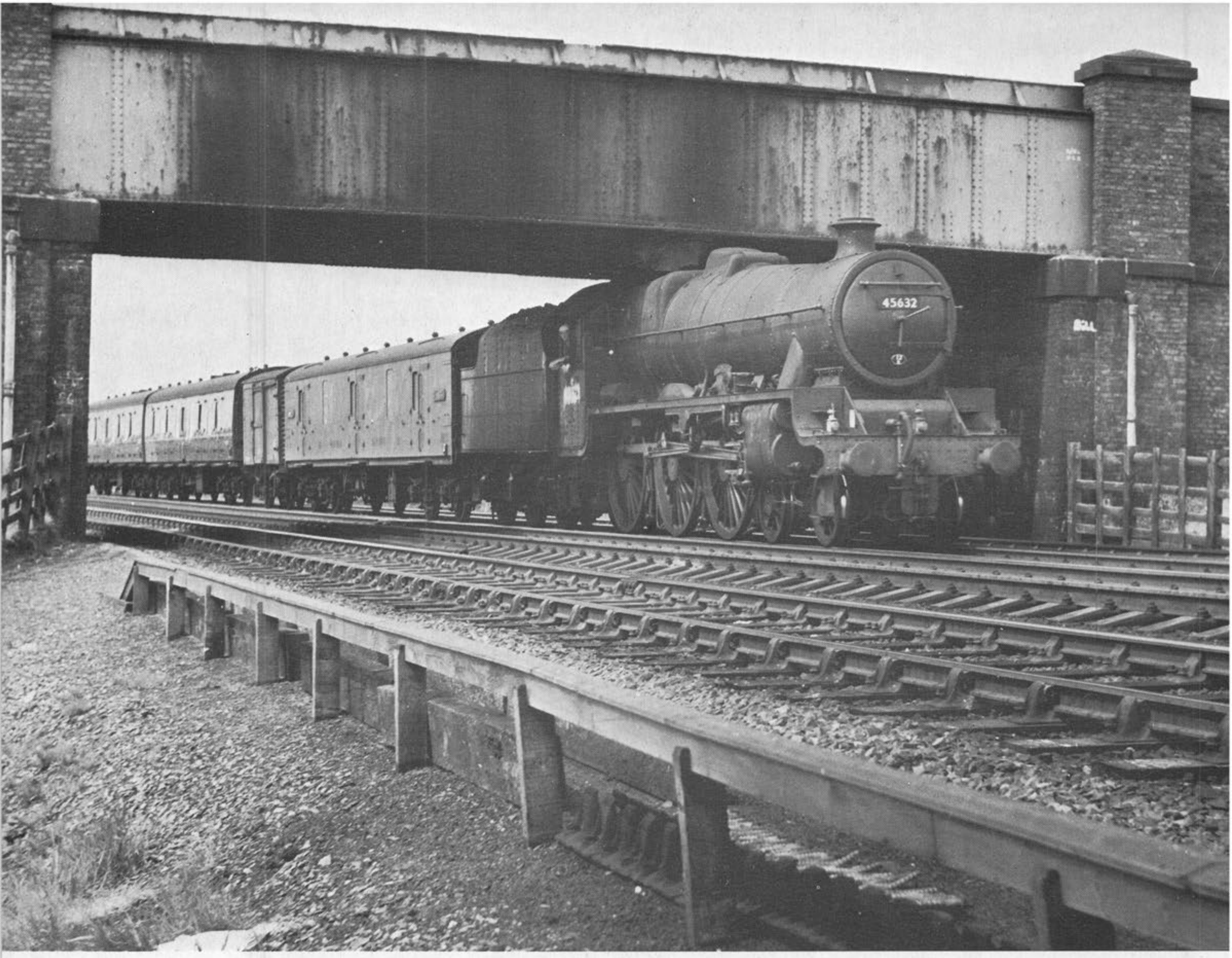
Patriot No.45543 *Home Guard* – named in 1940 – heading south near Farington Junction with a freight for Warrington, June 1962. [P. H. Hanson]



Another 'Patriot', No.45516 *The Bedfordshire and Hertfordshire Regiment,* approaching Mossley Hill station about four miles out of Lime Street with a Euston-Liverpool express, 13 June 1959. [P. H. Hanson]



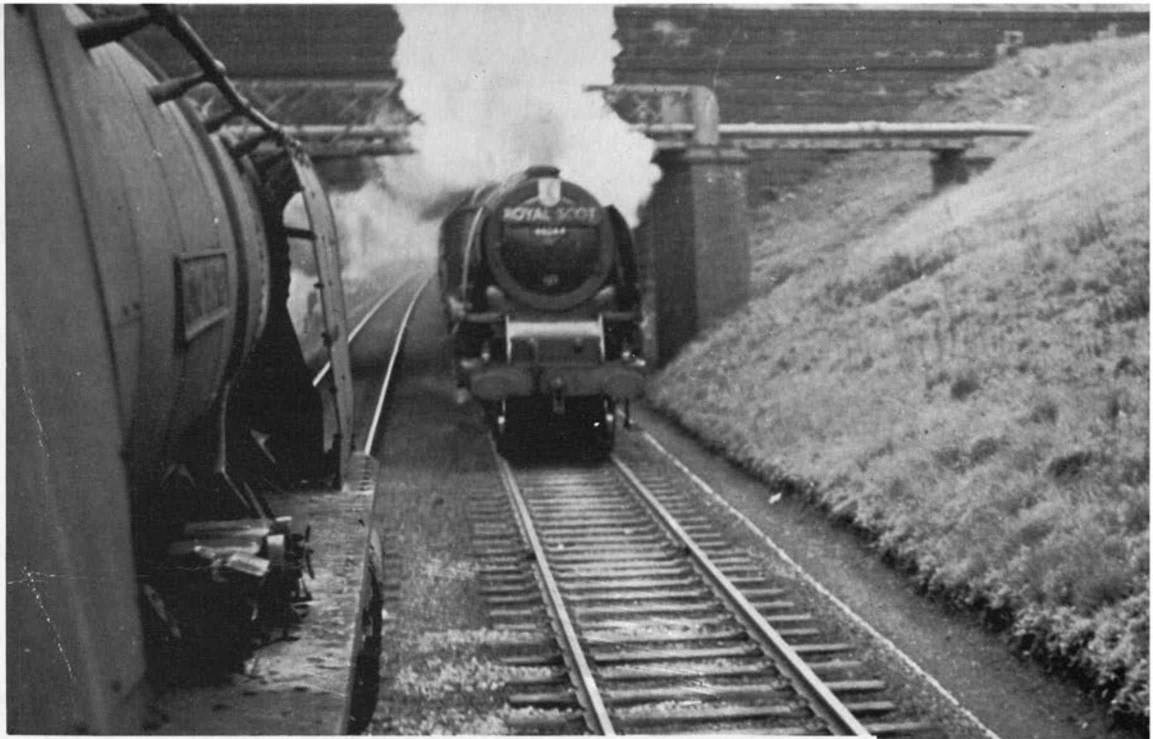
Class 8F 2-8-0 No.48465 heading towards Wigan on the down goods line near Warrington, photographed from the leading coach of a train on the fast line, 11 March 1961.
[A. Tyson]

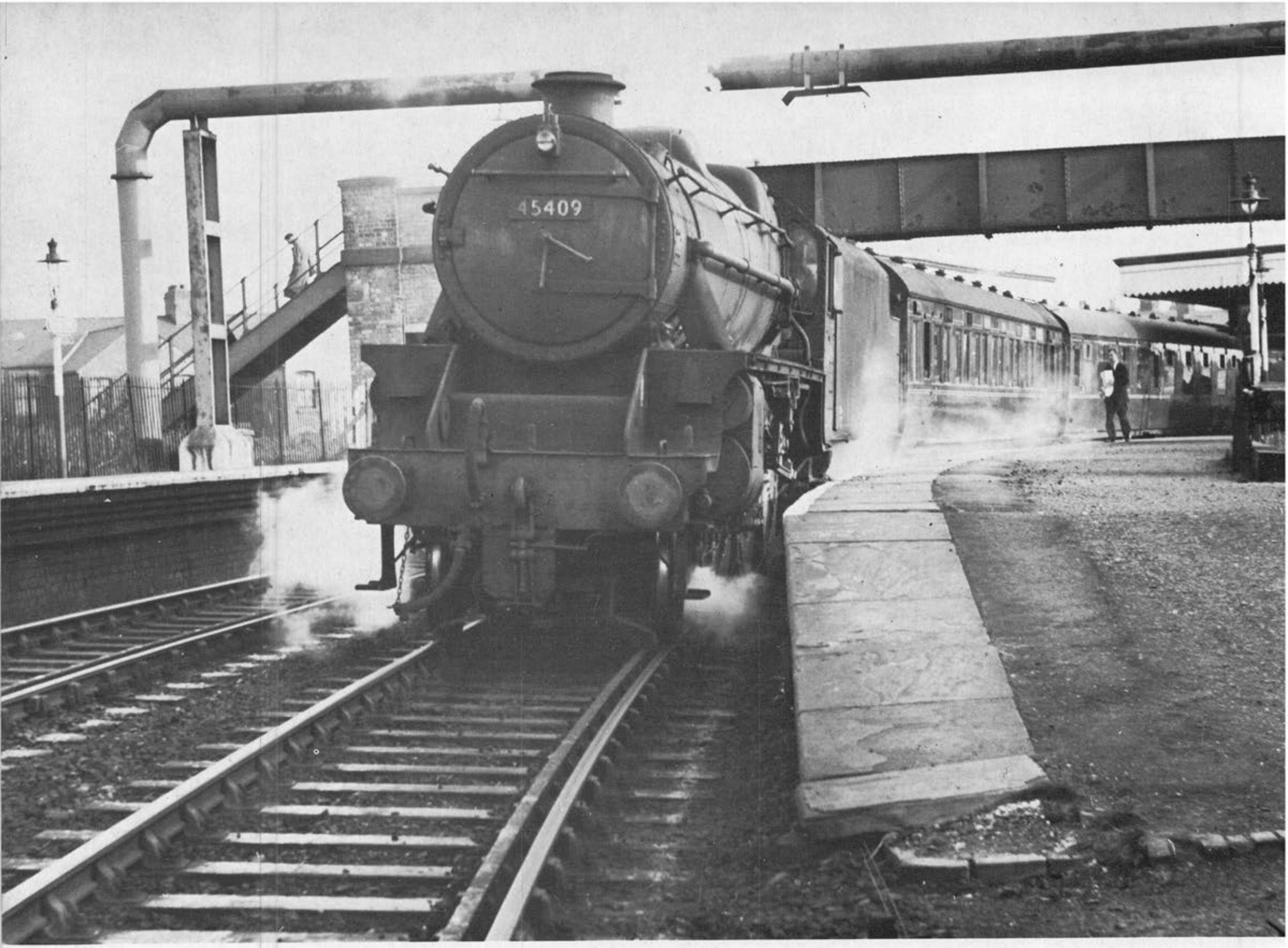


'Jubilee' No.45632 *Tonga* at Winwick, a few miles north of Warrington, heading towards Warrington with a parcels train for Crewe. [A. Tyson]

Driver Carruthers of Upperby shed, at the controls of No.46236 heading north with 'The Royal Scot' on the same occasion. [W. J. Alcock

A rare footplate view, taken from Pacific No.46236 *City of Bradford* in June 1954, of the up and down 'Royal Scots' crossing near Boars Head between Wigan and Preston. [W. J. Alcock]

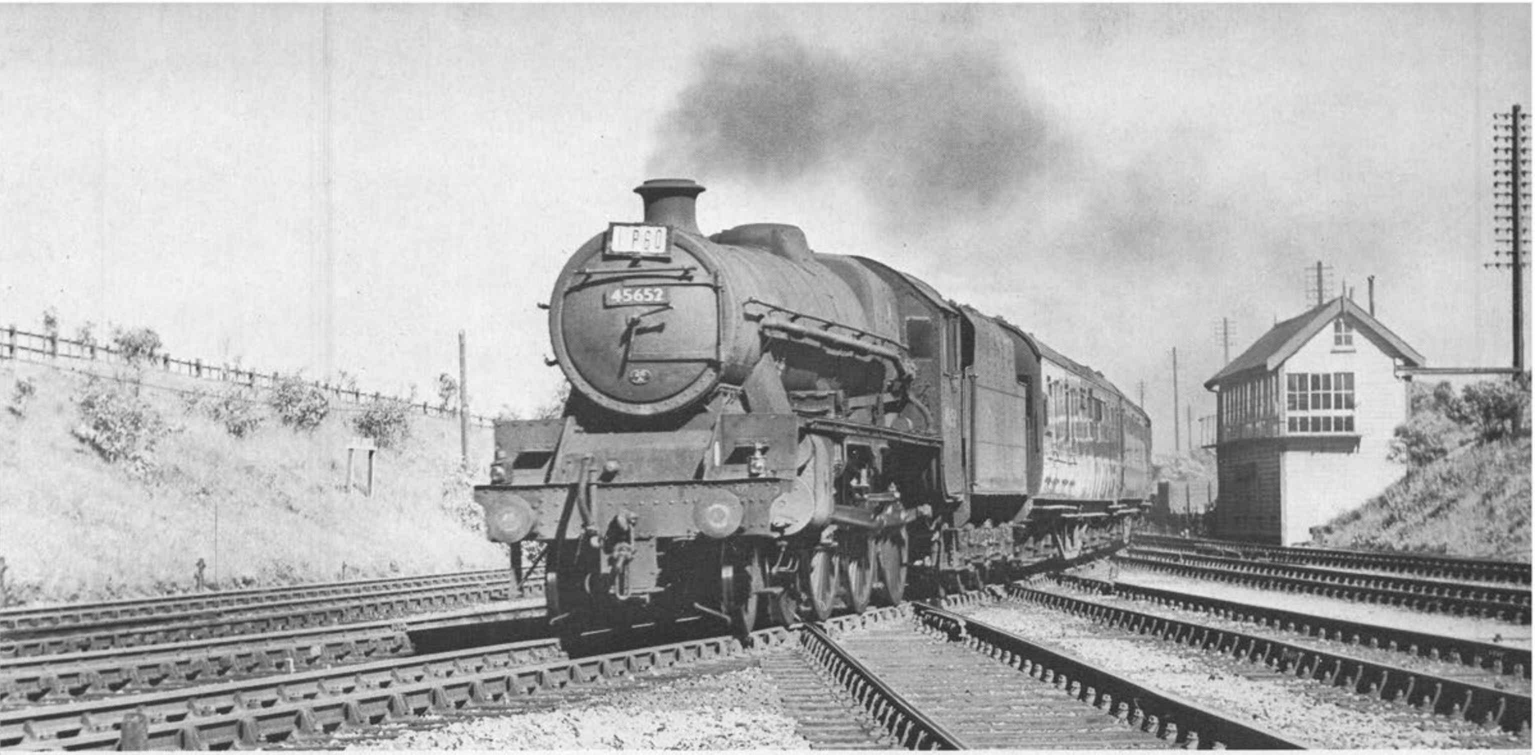


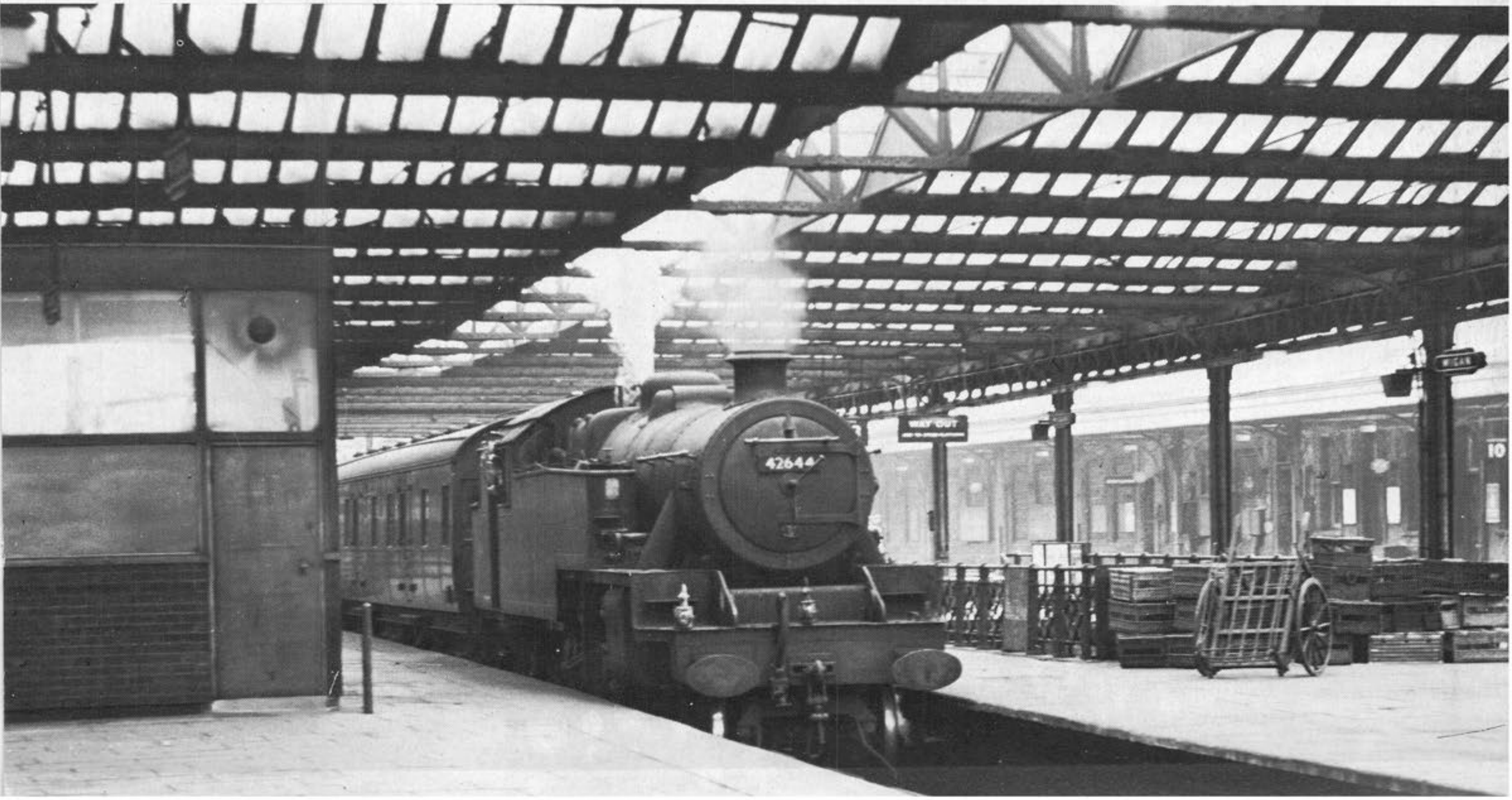


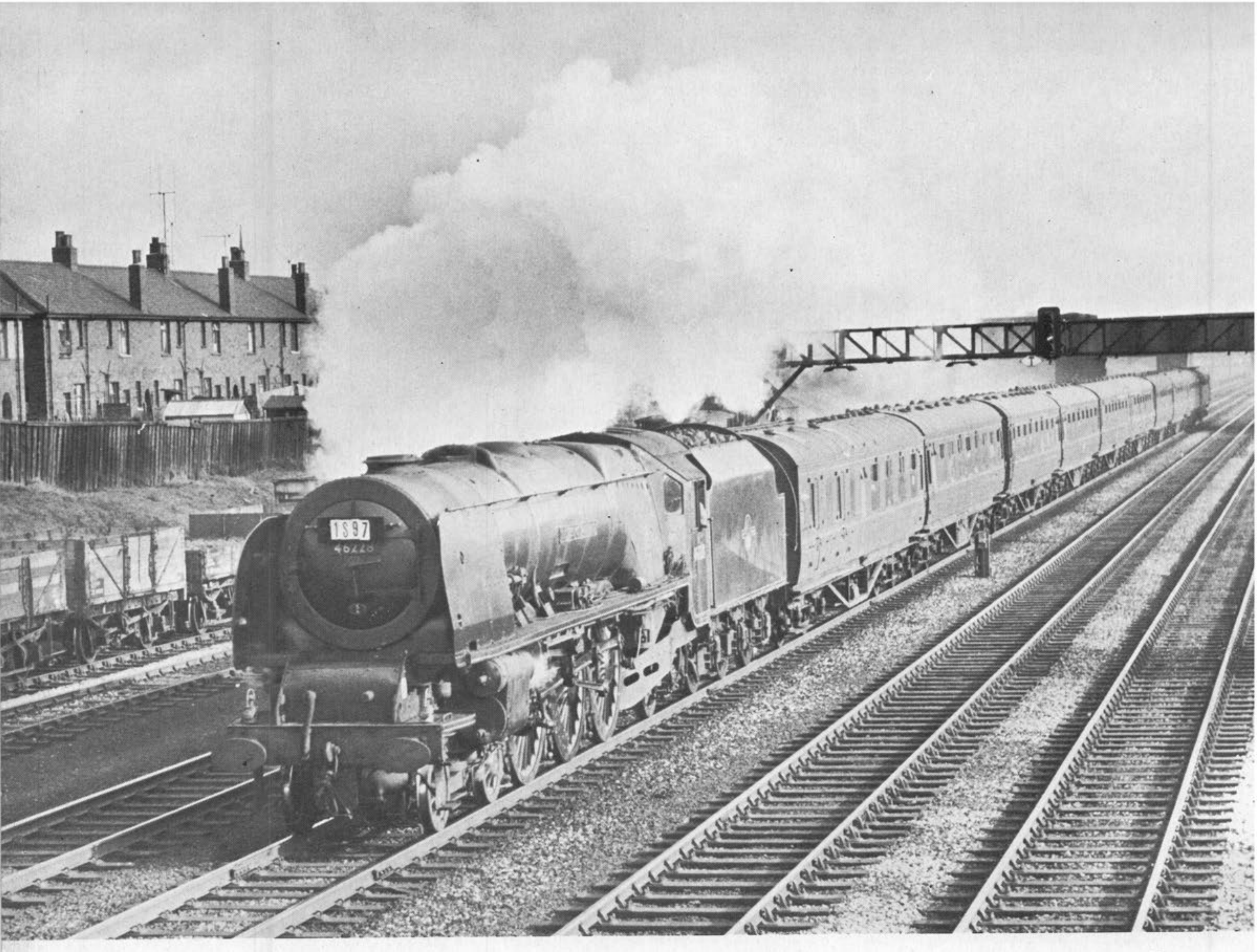
The extremely sharp radius of the curve through Earlestown station, where the route of the Manchester-Warrington trains turns abruptly south to leave the Liverpool line and joins the West Coast main line at Winwick Junction, is apparent in this view there, taken on 11 March 1961. Class 5 No.45409 has charge of a stopping train from Manchester (Exchange) to Chester. A 15 mph speed restriction was enforced on these 'Liverpool and Manchester Curves'. [A. Tyson]

'Jubilee' No.45652 *Hawke,* from Newton Heath shed, passing Dobb's Brow Junction near Wigan with a Manchester-Blackpool train, 16 June 1962. The class put up some good performances on the tightly-timed 'club' trains and other commuter expresses to the Fylde Coast in post-war years, over a route that was invariably full of signal checks and chronic traffic congestion. [A. Tyson]

Lancashire was a stronghold of the taper-boiler 2-6-4 tanks which were admirably suited to semi-fast local services where it was necessary to have some smart acceleration from – and running between – the innumerable stations. Here, No.42644 waits in the bay at Wigan (North Western), on a parcels train for a change; rarely were these tanks seen on freight workings, however. [A. Tyson]


1P60
45652

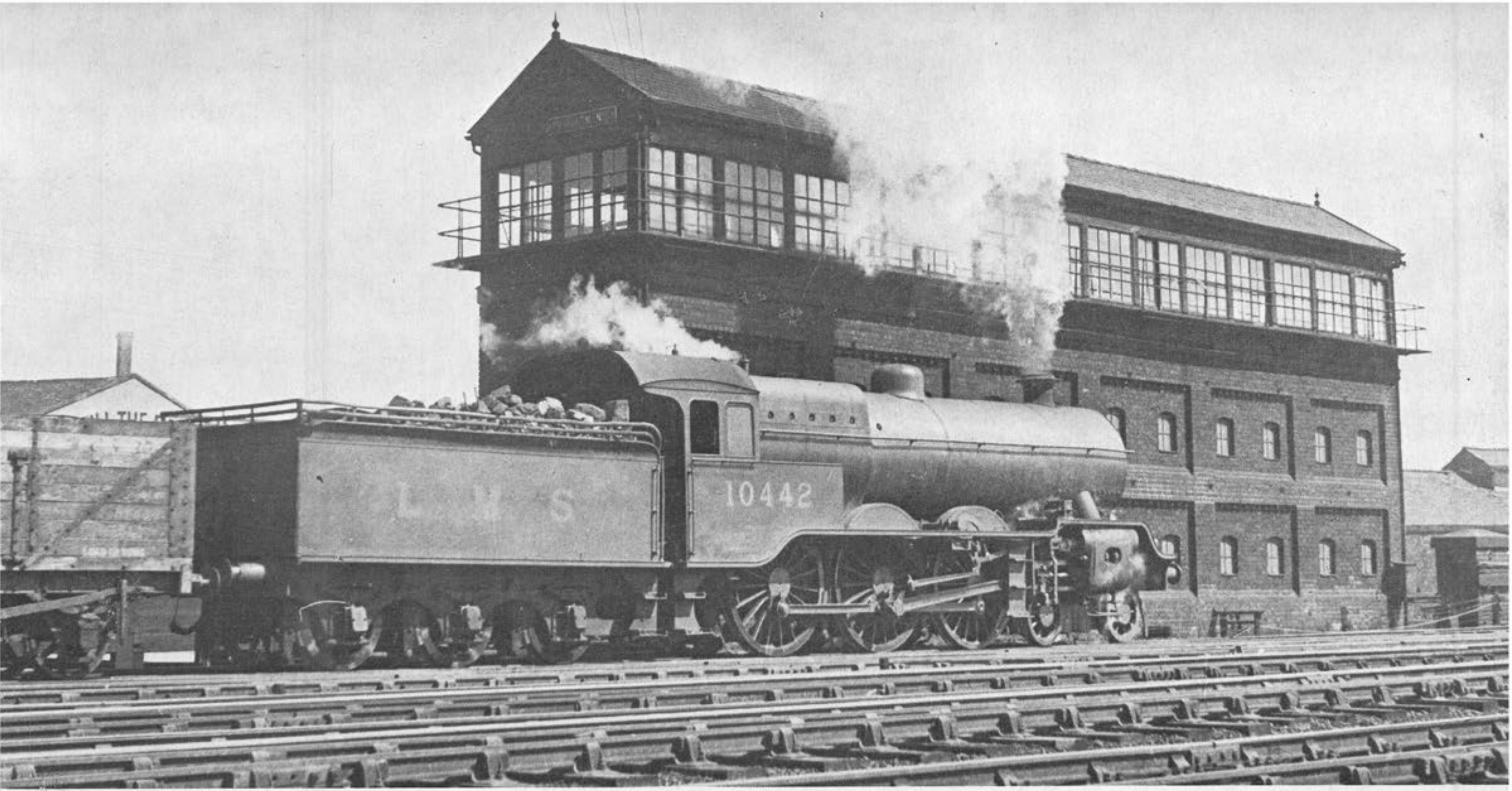

42644
WAY OUT
WIGAN
10

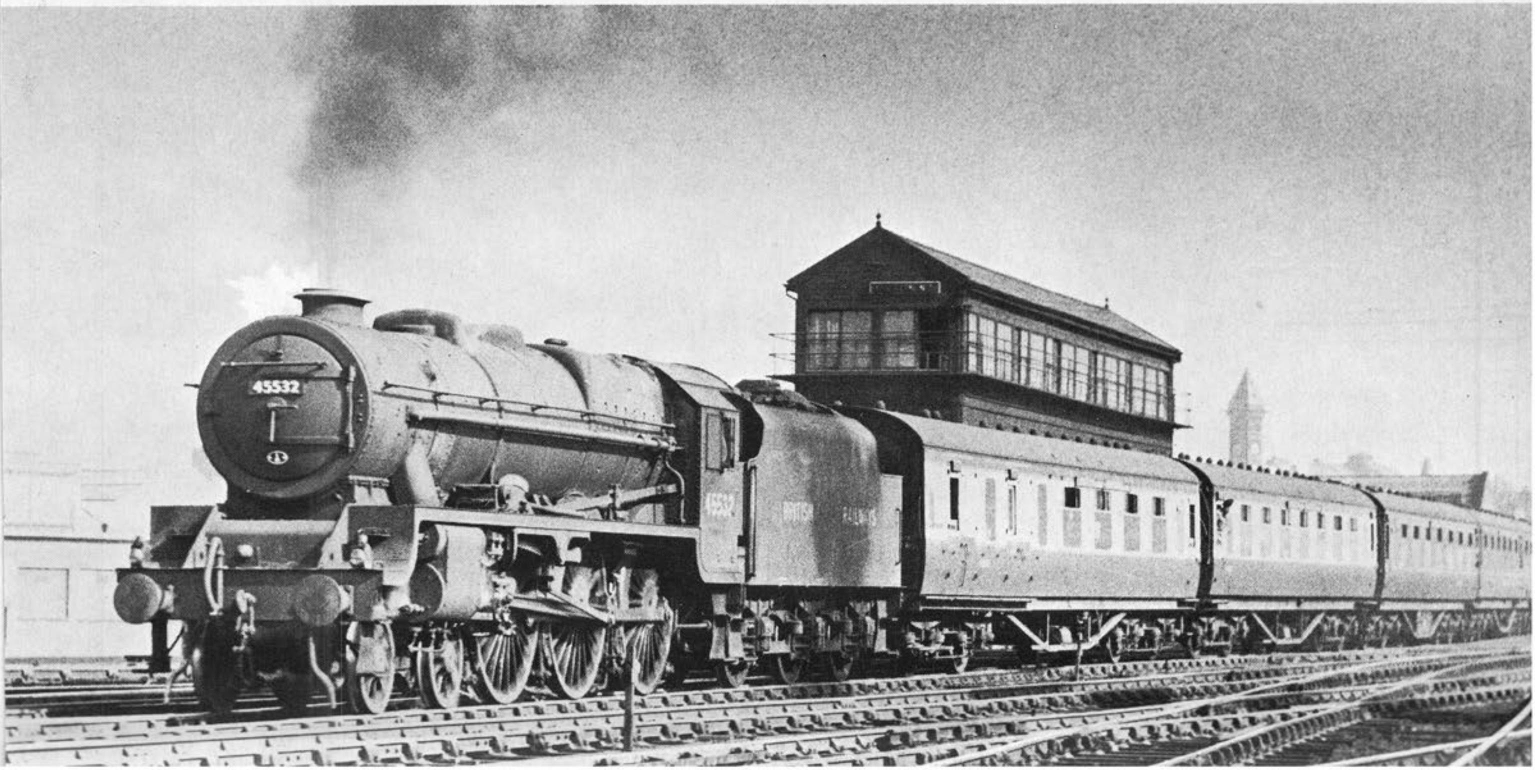


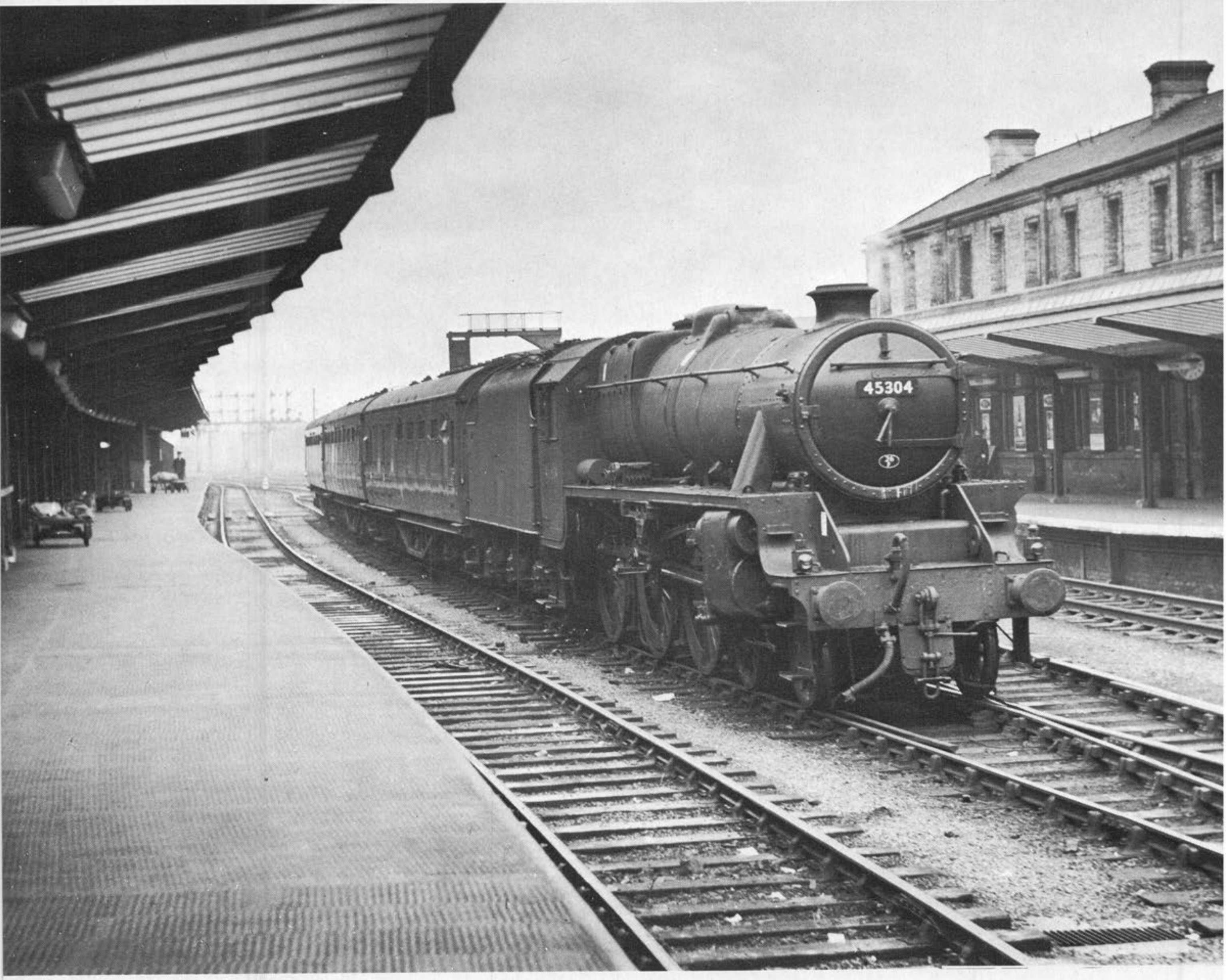
No.46288 *Duchess of Rutland,* when she appeared new from Crewe in 1938, was one of the five maroon-and-gilt liveried streamlined Pacifics which looked so much better than the initial five 'streamliners' in blue-and-silver. One recalls how magnificent they looked sweeping north on Anglo-Scottish expresses in those two last pre-war summers – sparkling paintwork on both locomotive and coaches, with everything obviously in 'top-link' condition – and the pride well-nigh every employee had in the LMSR was self-evident. Post-war conditions, alas, had changed much of this by the date of this photograph showing No.46228 in de-streamlined form near Wigan in 1961. [J. R. Carter]

A post-Nationalisation scene at Preston, in the spring of 1948, with ex-L & Y No.10442 on a freight passing the massive No. 5 signal box – a veritable monument to the LNWR. [H. L. Casserley]

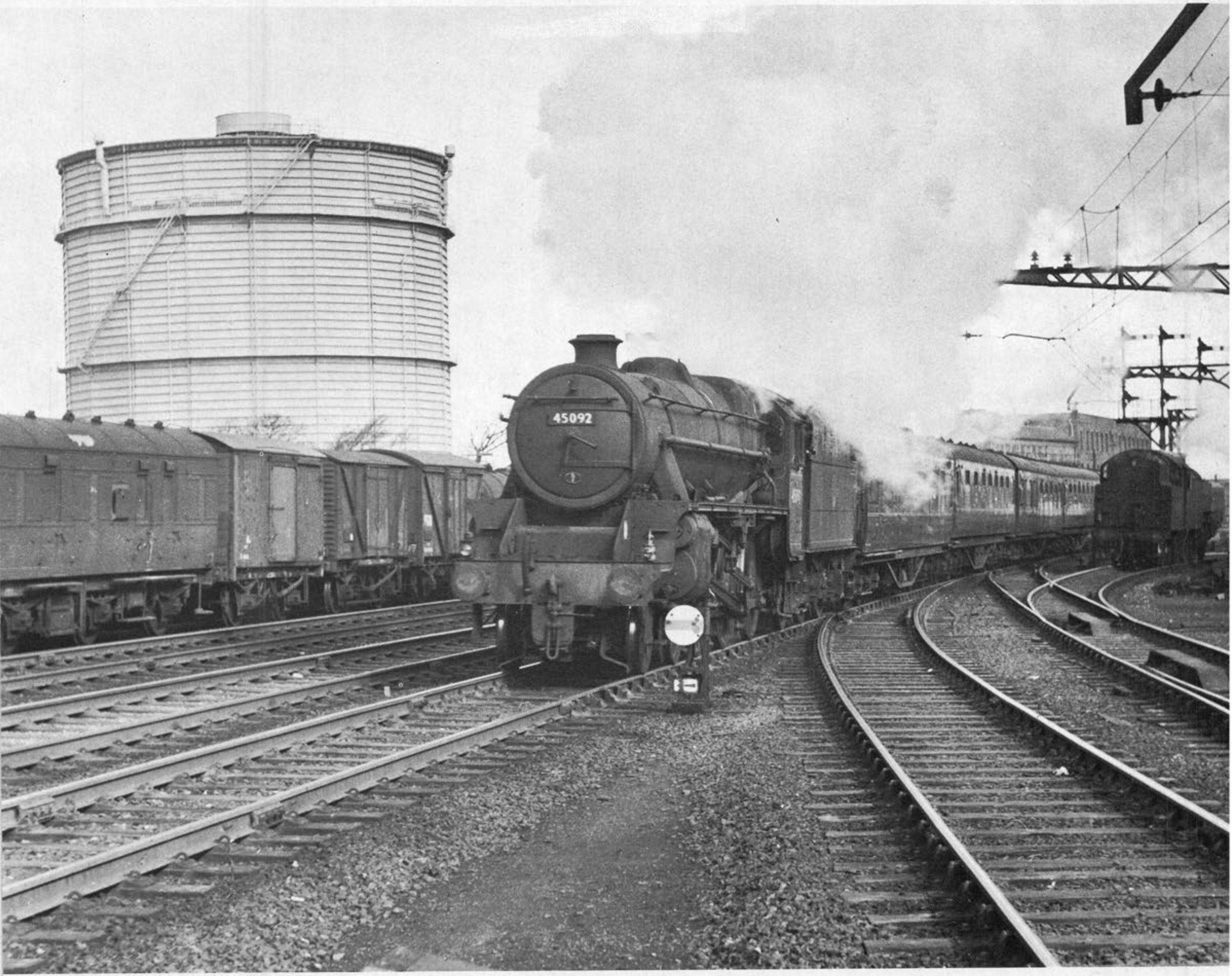
Another Preston scene, with rebuilt Patriot No.45532 *Illustrious* drawing away from the north end of the station with a Euston-Blackpool express in April 1951. [R. K. Evans]


L M S
10442


45532
45532
BRITISH RAILWAYS

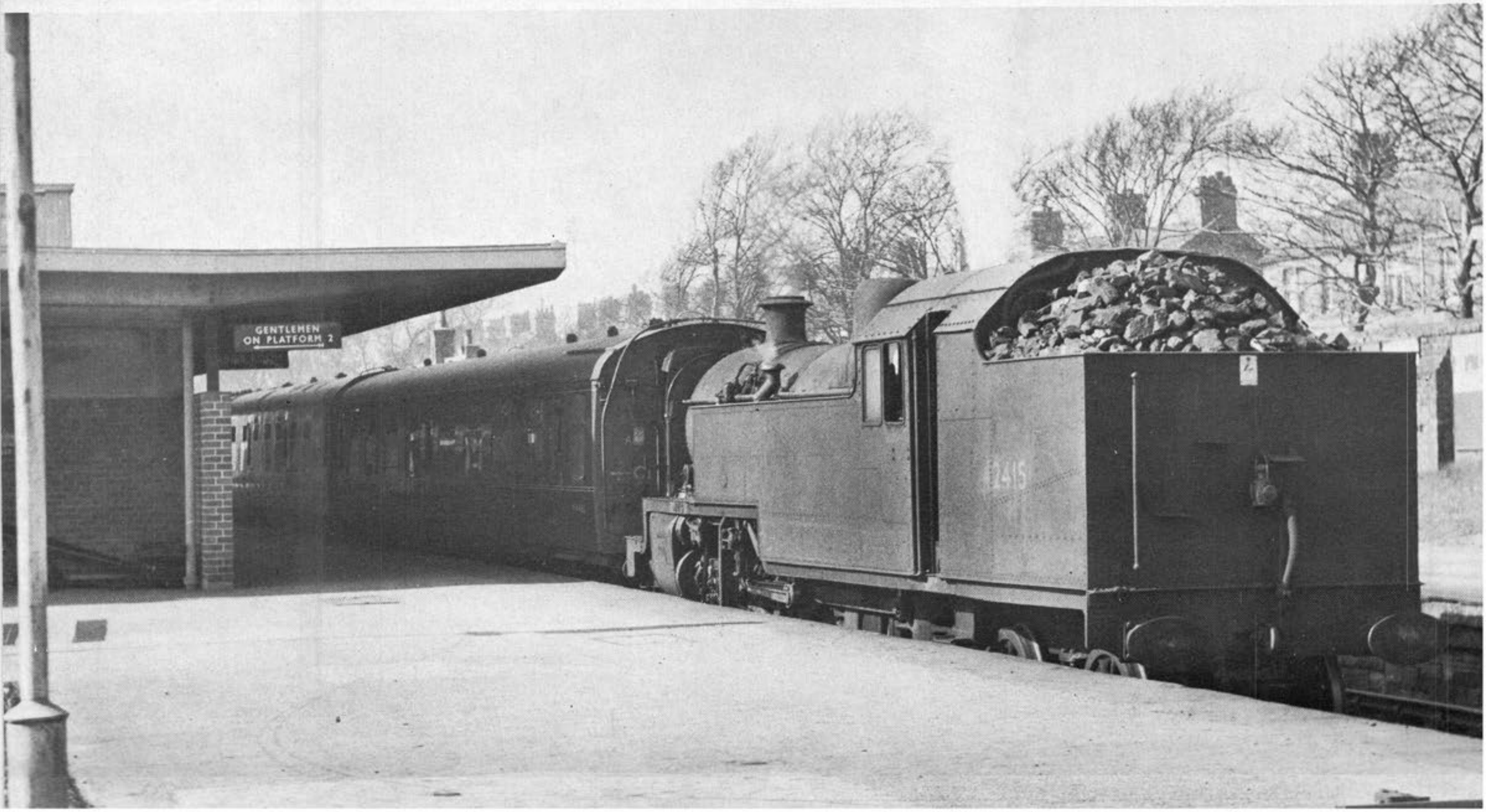


Class 5 No.45304 at Preston with some of the coaches that are to form the 9.15 a.m. to Lancaster and Morecambe, 24 February 1962. [A. Tyson]

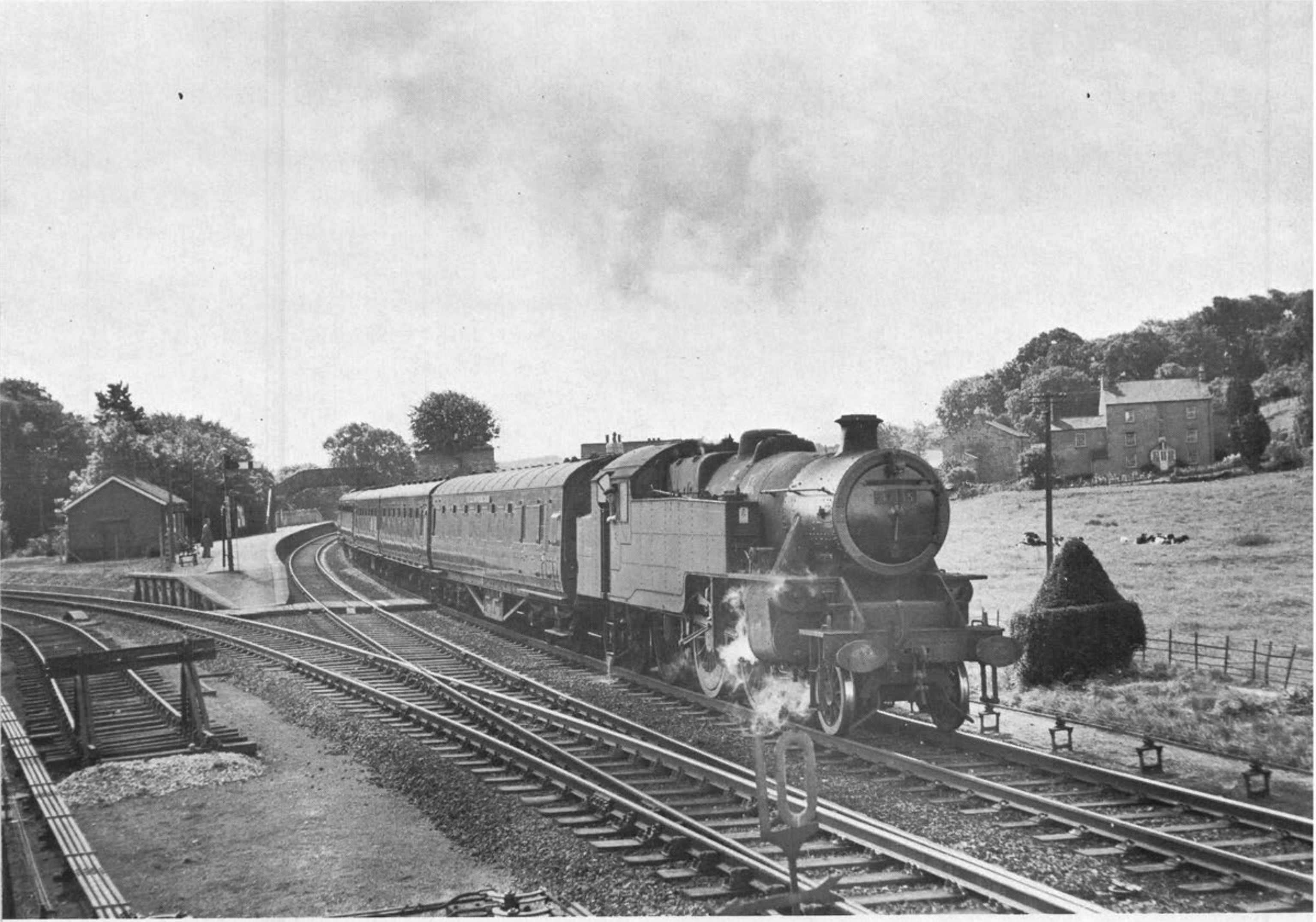


The big grey gasholder was a landmark at Lancaster (Castle) station, where No.45092 is arriving with a Euston train for Barrow-in-Furness, 31 March 1962. [A. Tyson]

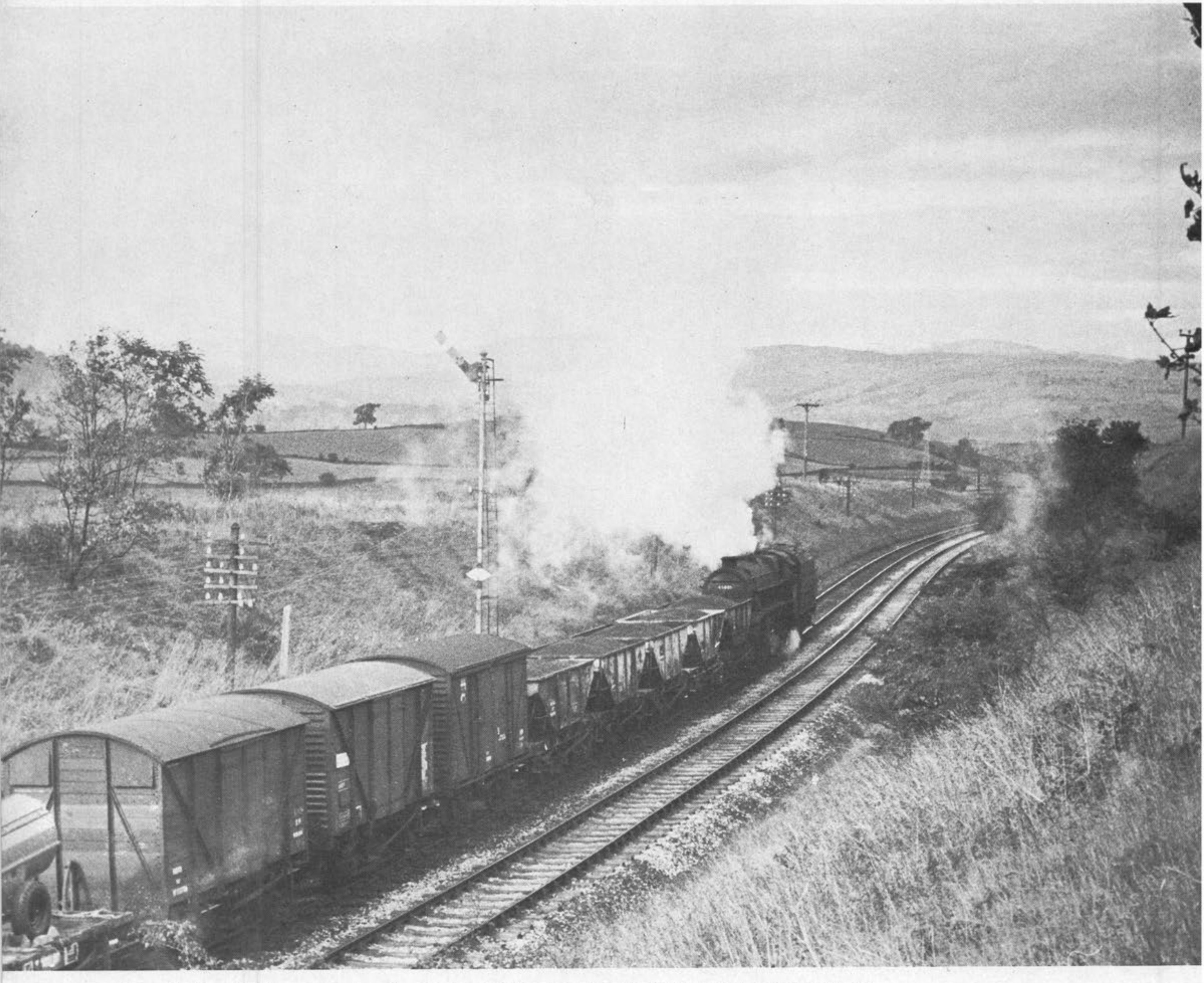
43115


GENTLEMEN
ON PLATFORM 2
42415

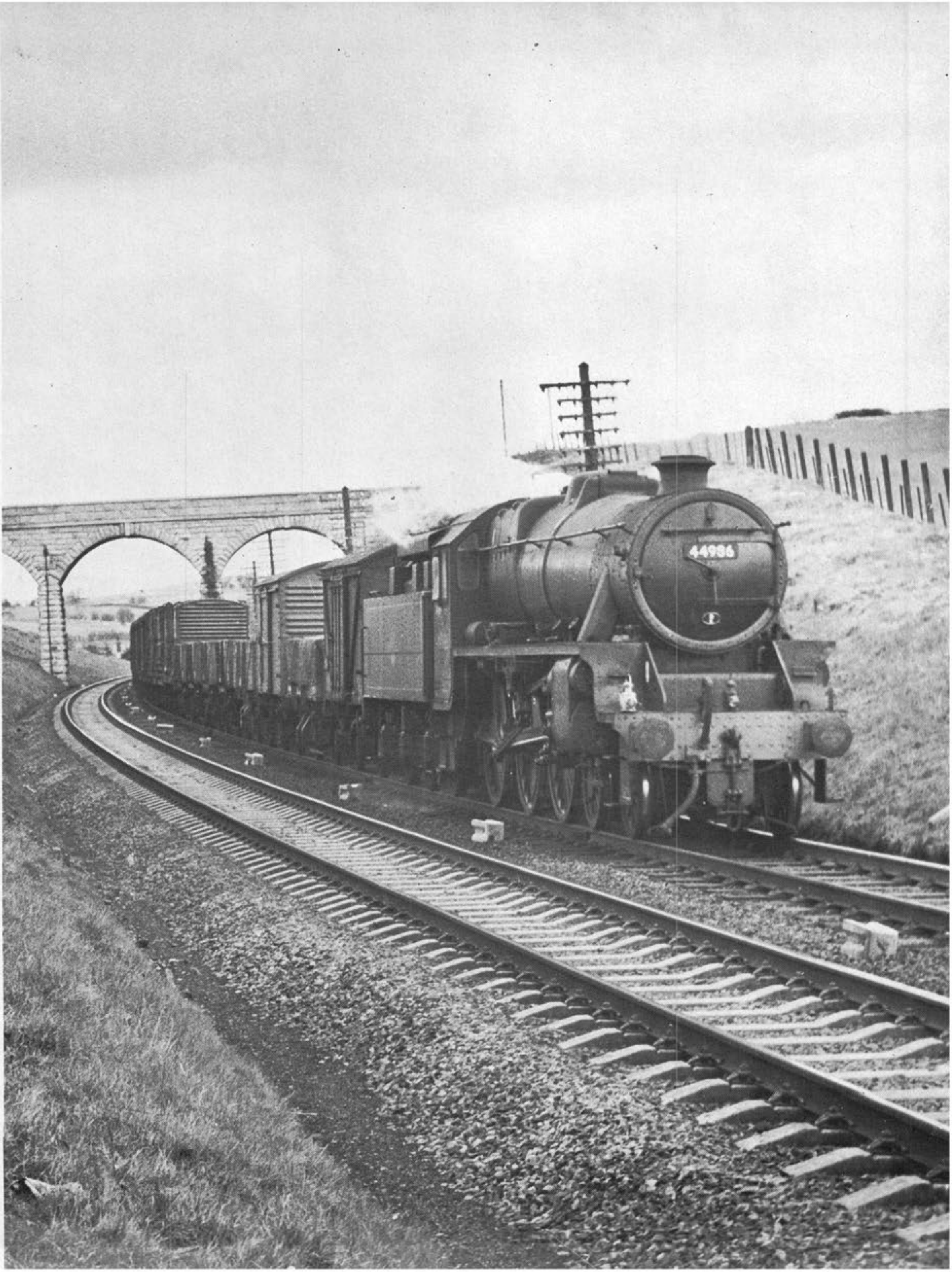
The ex-Furness main line along the northern shores of Morecambe Bay was – and still is – a fine scenic stretch, along a still largely unspoiled shoreline between the foothills of southern Lakeland and the wide sands of the estuaries. Amongst the traffic along it in steam days were 'Lake Windermere Cruise' specials from Morecambe to the Windermere (Lakeside) branch, which were quite popular with holidaymakers. Here, Fairburn 2-6-4T No.42135, from Lancaster shed, rounds the curve through Arnside with one of these specials on a July morning in 1960. On the left is the former branch link to Hincaster Junction on the main line. [Derek Cross]



One of the rather gaunt-looking Class 4 2-6-0s of the Ivatt 1947 vintage, seen at Morecambe (Promenade), July 1961. Below, Fowler 2-6-4T No.42415 waiting to leave Barrow on 14 April 1962 with the 4.35 p.m. all stations to Lancaster. [A. Tyson]

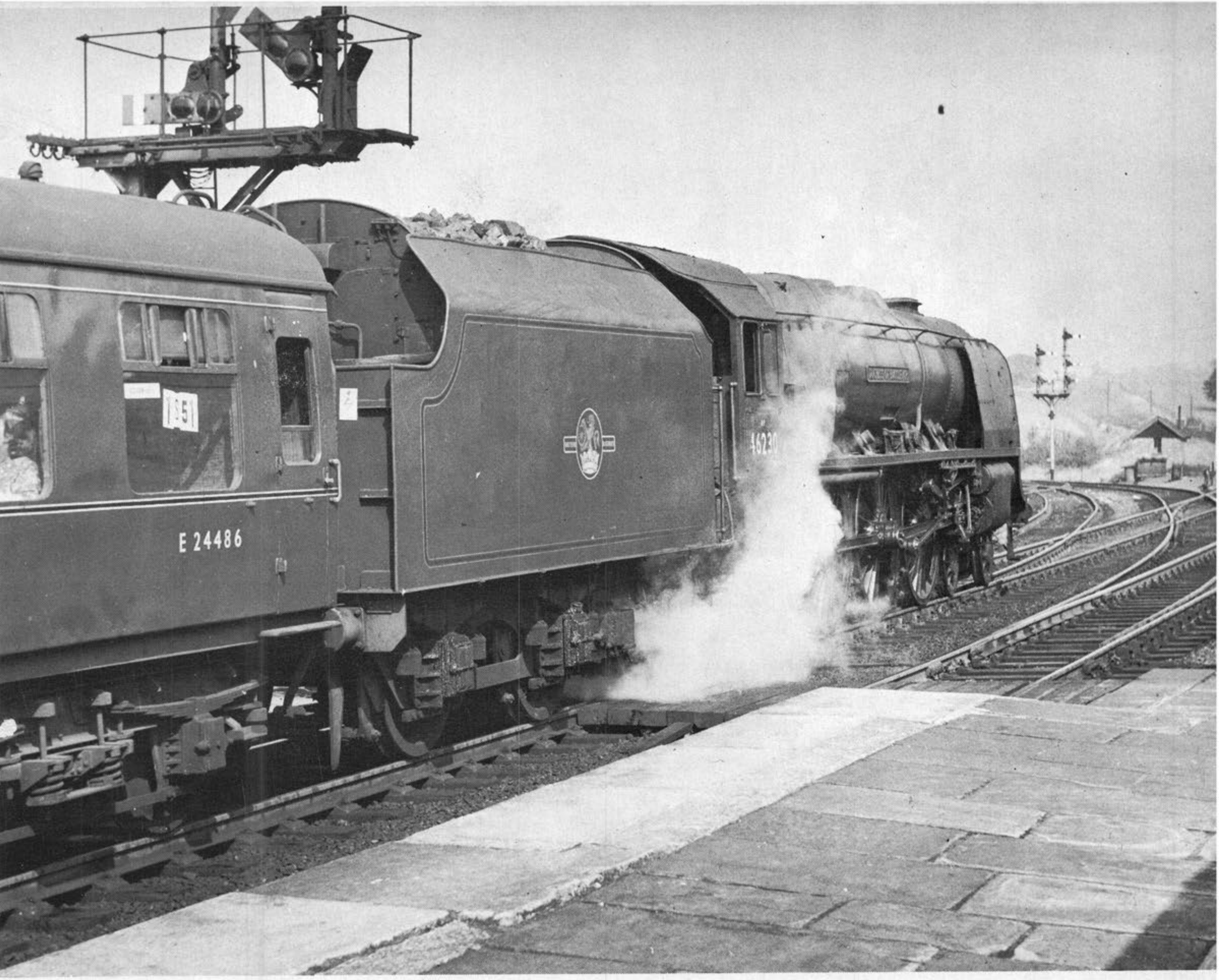


Class 5 No.45001 running tender-first near Oxenholme on 18 October 1967 with the Carnforth - Windermere pick-up goods. Dating from 1935, this early Crewe-built Class 5 lasted right to the end of steam, as did many of those of pre-war build. [M. J. Jackson]

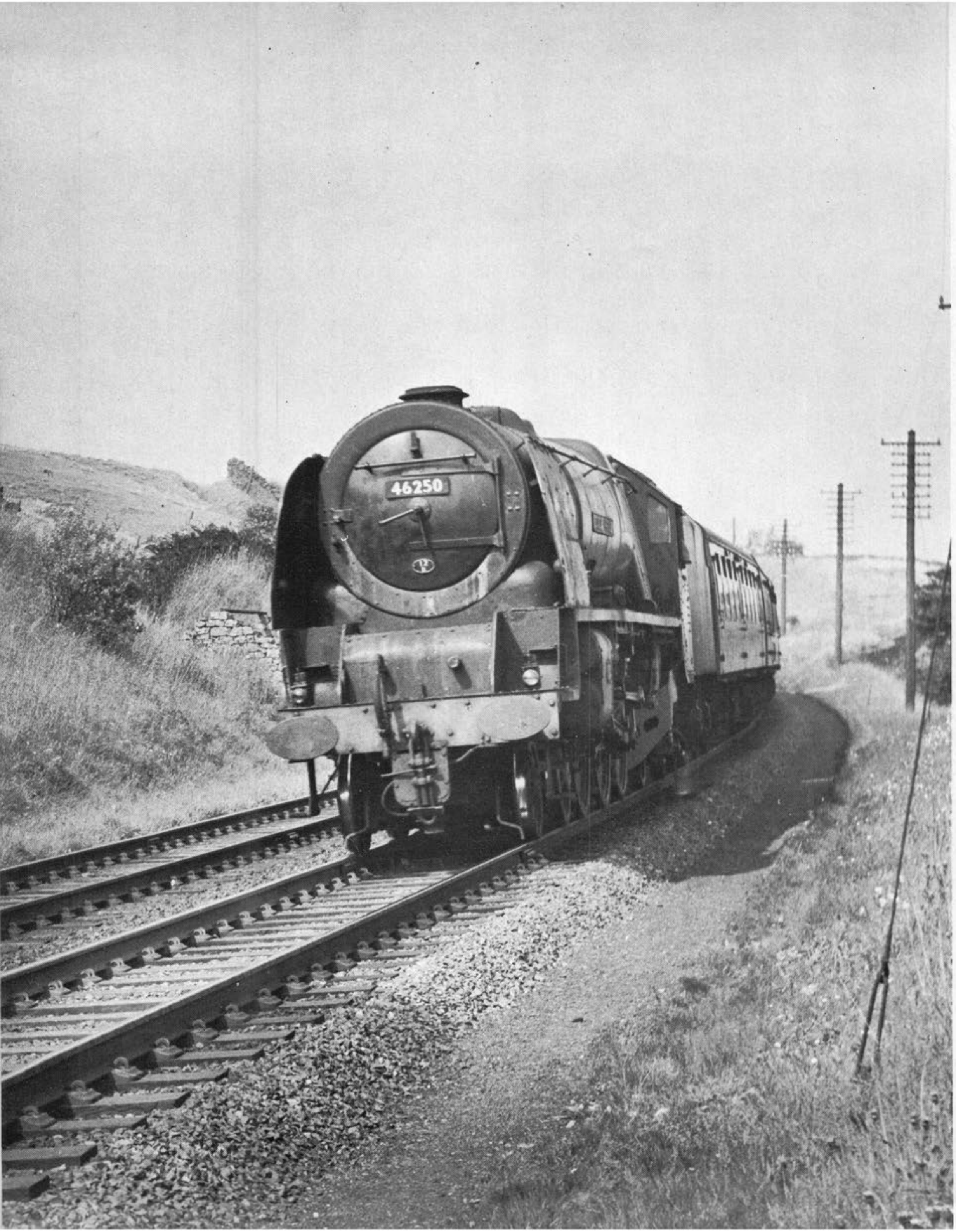


Class 5 No.44986, with self-weighing tender, on extended coal consumption trials near Milnthorpe with an up fast freight on 14 April 1962.
[A. Tyson]

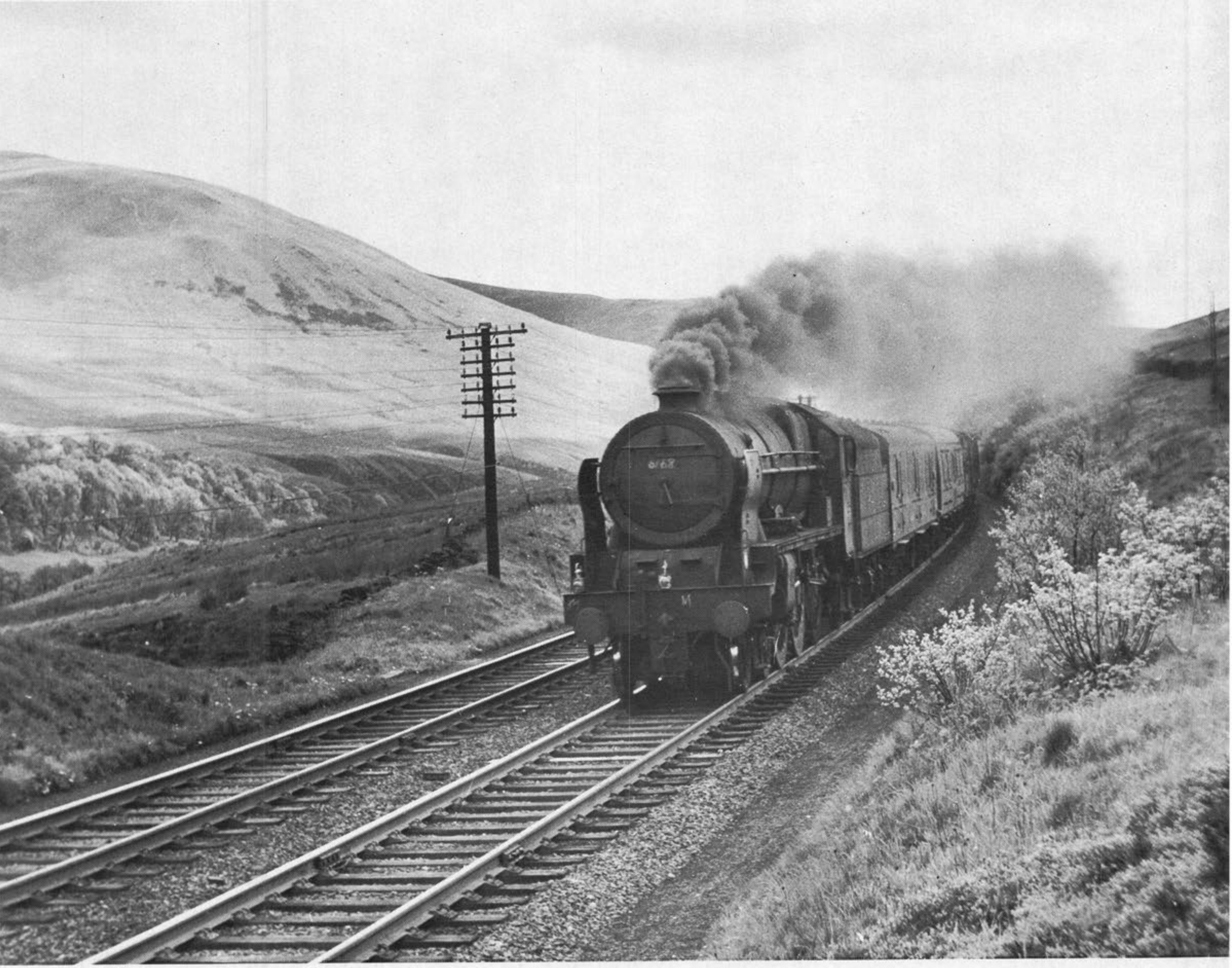
45507


No.46230 *Duchess of Buccleugh* at Oxenholme ready for the climb up and over Shap at the head of a Glasgow-bound express. A stop here – not all that common for 'Duchesses' – was rather unwelcome to the footplate crew as it meant they had no run at the six miles of climb beyond, to Grayrigg summit. This view shows well the sloping upper sides of the big tender, intended to make it self-trimming; also how every available inch of the LMS loading gauge was used by Stanier and his design team for these big Pacifics. [A. Tyson]

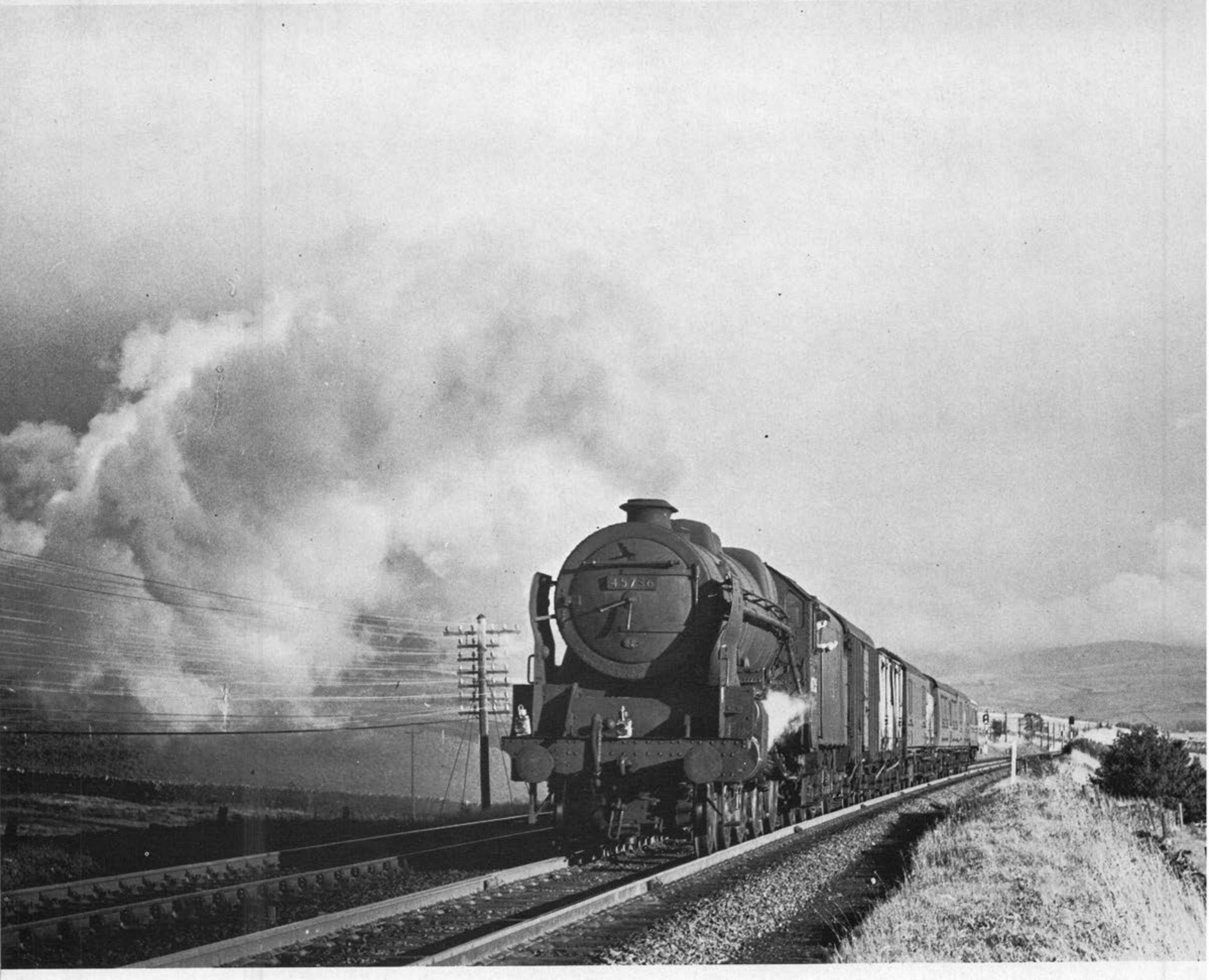
'Patriot' No.45507 *Royal Tank Corps* coasts down the gradient into Oxenholme with a freight from Carlisle, passing 'Scot' No.46155 *Scots Guardsman* (below) standing on the Windermere branch at the head of a parcels train, 2 September 1961. [A. Tyson]



A clear stack from No.46250 *City of Lichfield,* running fast down the middle section of Shap below Tebay. At speed the Stanier Pacifics rode extremely well, with none of the wild lurches that were the hallmark of the rough-riding 'Royal Scots', which lacked the steadying influence of a trailing truck. [A. Tyson]

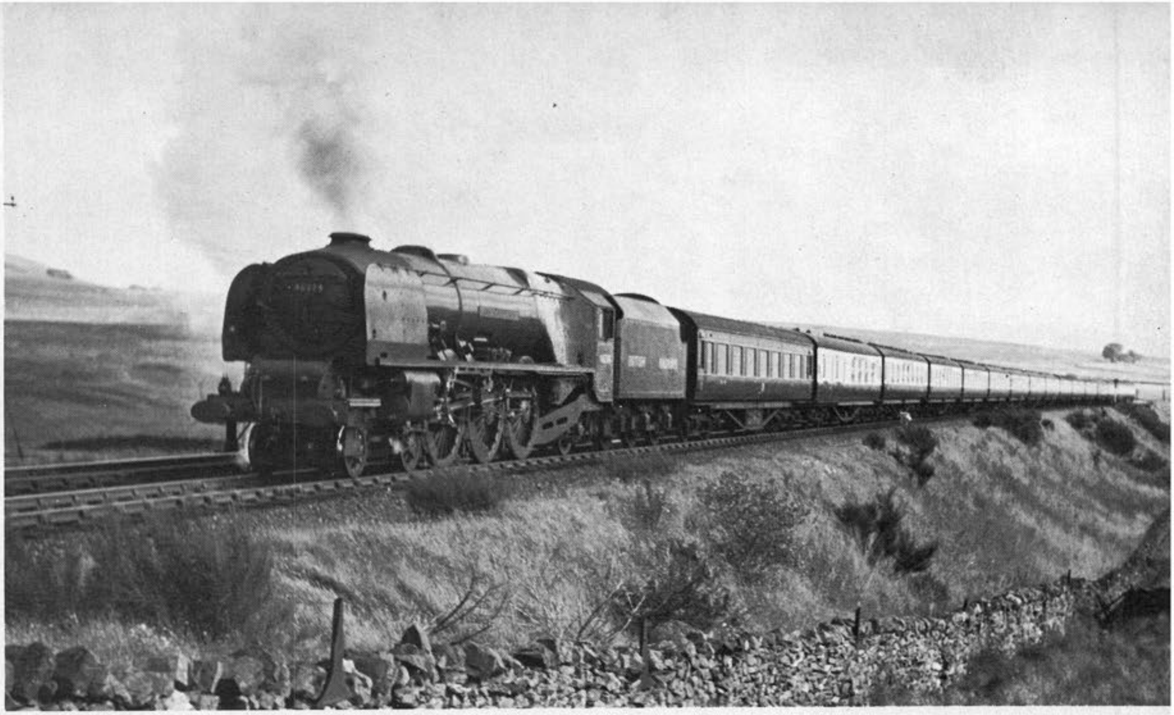


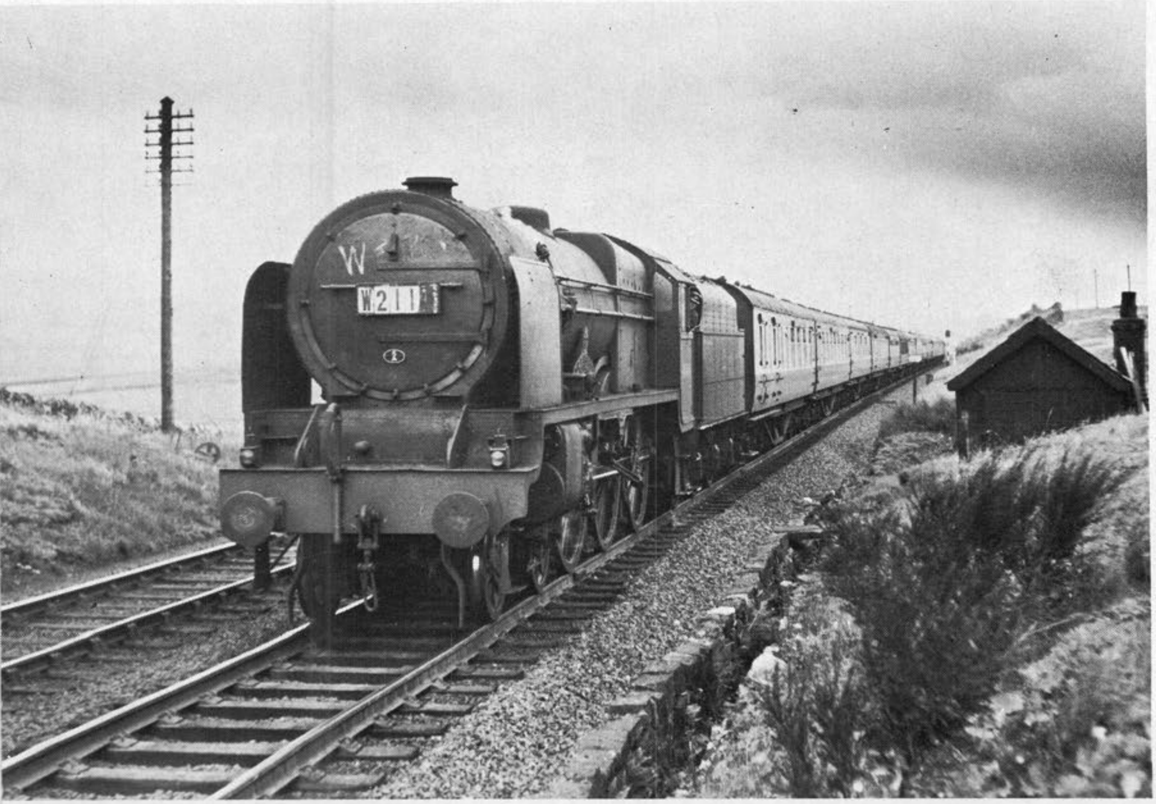
No.46168 *The Girl Guide* lays a trail of smoke through the Lune Gorge as she gets a brisk move on northwards with a parcels train in May 1962. By this date, as will be noted, the name and number-plates have been removed for safe-keeping. [A. Tyson]



Rebuilt 'Jubilee' No.45736 *Phoenix* on the main climb to Shap summit with a parcels train for the north, 9 September 1963. The load requires no banker to give assistance and the footplate crew can take matters relatively easily.
[A. Tyson]

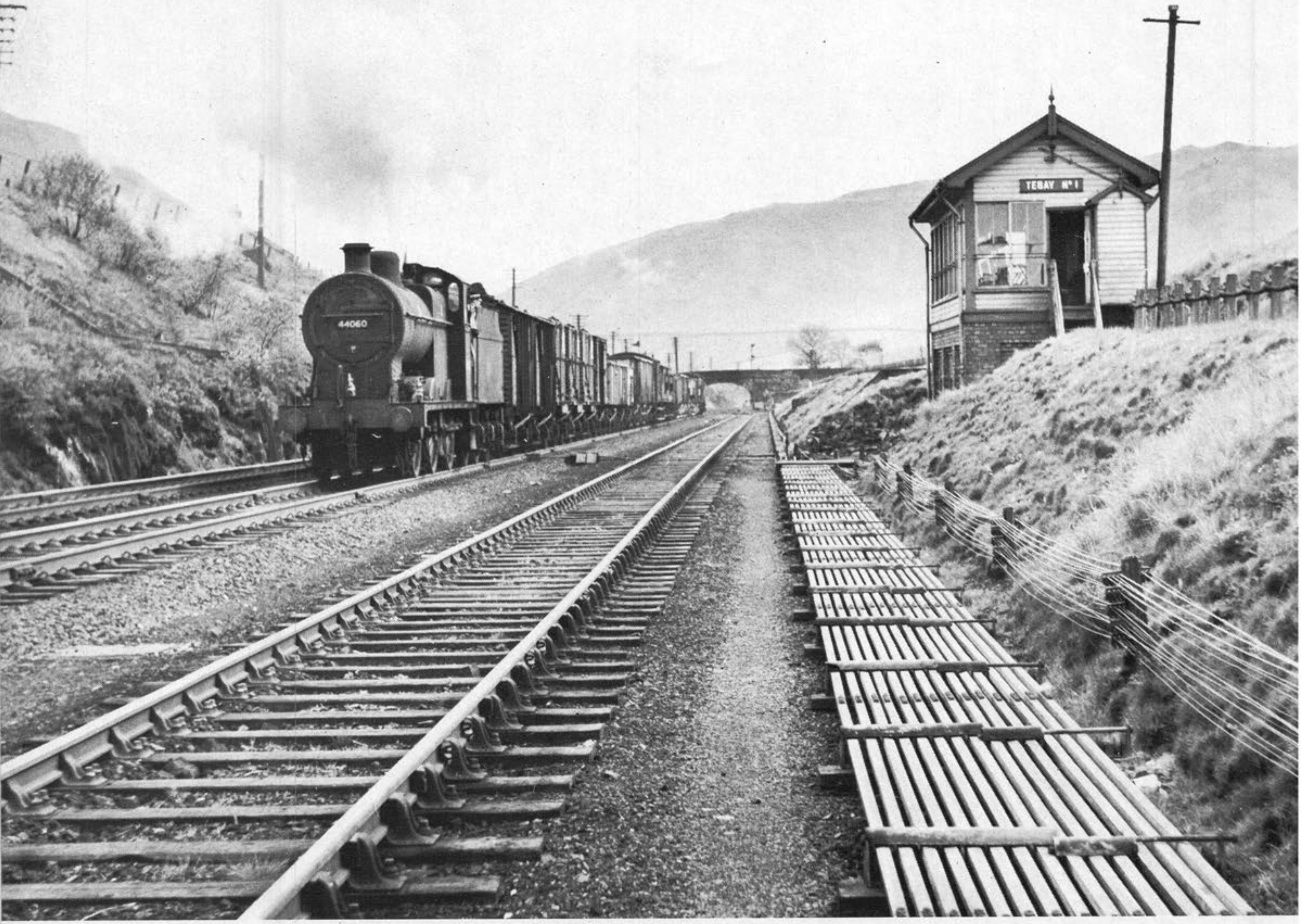
The down 'Royal Scot' on Shap in July 1951, headed by No.46224 *Princess Alexandra.* This Pacific was involved in a boiler explosion in 1940 near Carstairs which killed her fireman. [W. J. Alcock]



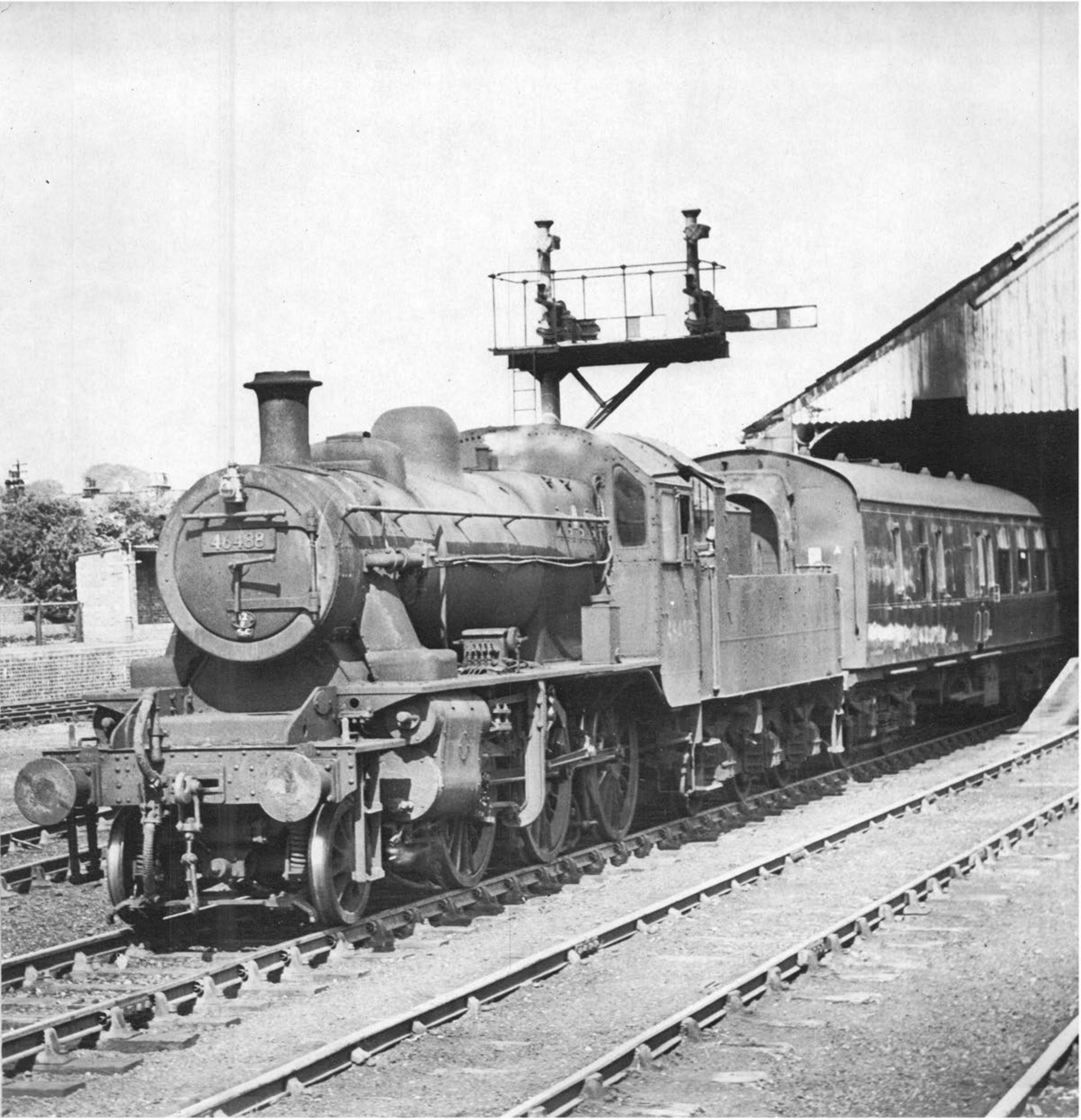


By the post-war years the 'Royal Scots' were beginning to show the effects of unremitting hard work plus six years of wartime maintenance – but they were still game to take 15 coaches unaided up the 1 in 75 of Shap. No.46148 *The Manchester Regiment* is still doing a steady 20 m.p.h. as she passes Shap Wells on time with a Birmingham-Glasgow express in August 1951. [W. J. Alcock]

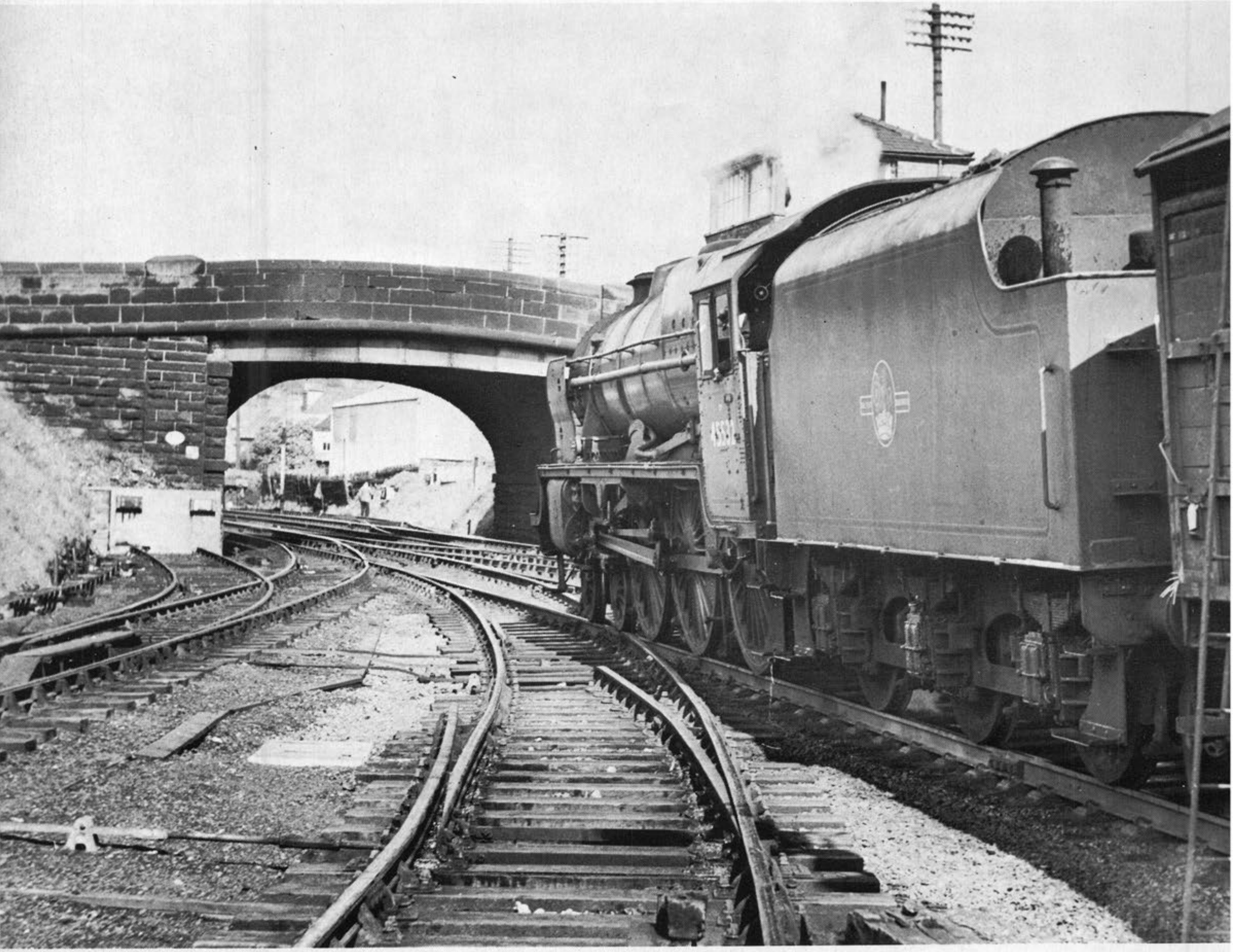
Class 4F No.44060 eases past Tebay No. 1 box and will shortly come to a stand to await banking assistance for the four miles of 1 in 75 beyond Tebay to the summit; 15 May 1962. [A. Tyson]

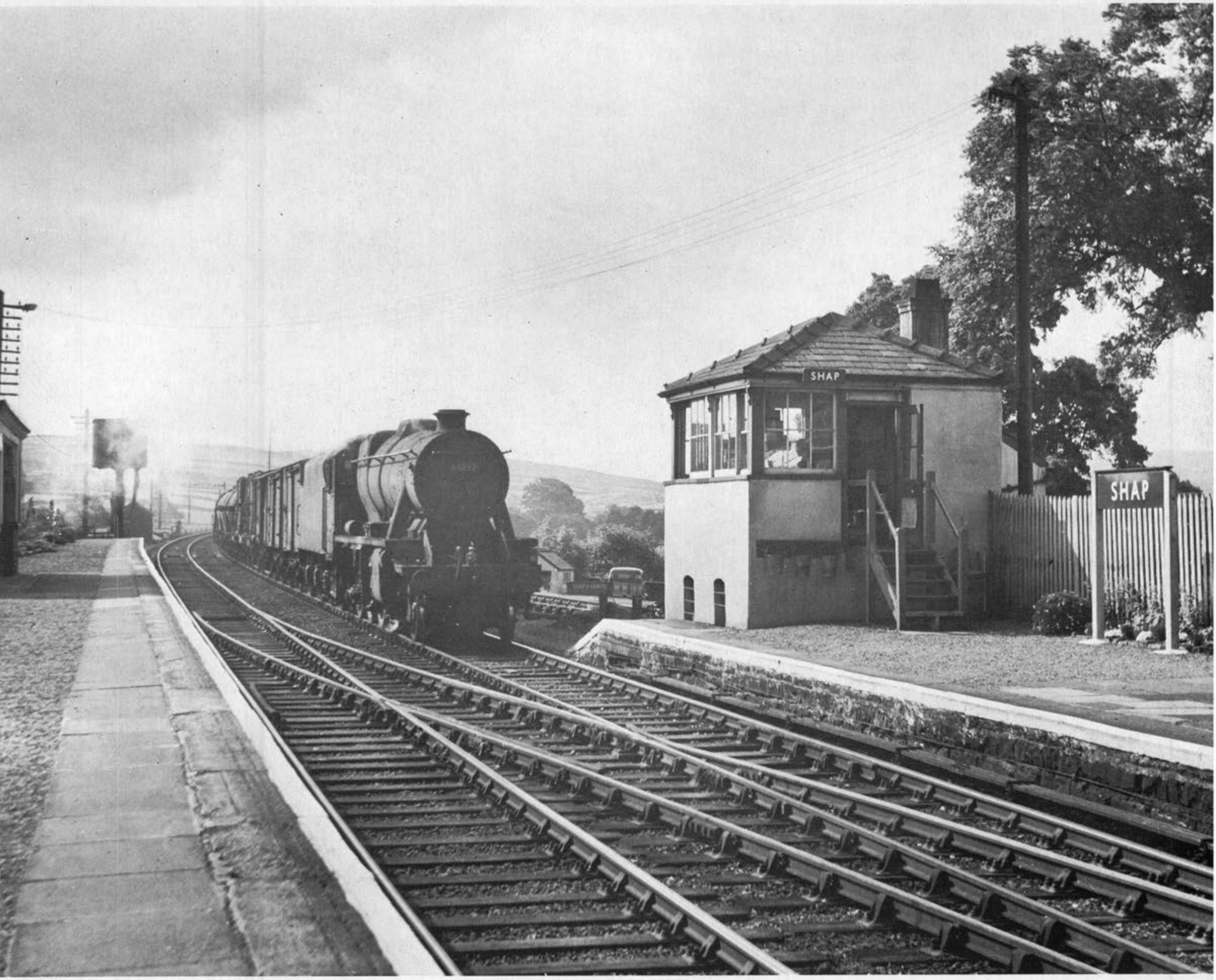


Some of the Ivatt Moguls had thinner than normal 'Woodbine' chimneys which did little to improve the utilitarian appearance of the class: No.46488 was one, seen here ready to leave Penrith for Keswick and Workington. [A. Tyson]

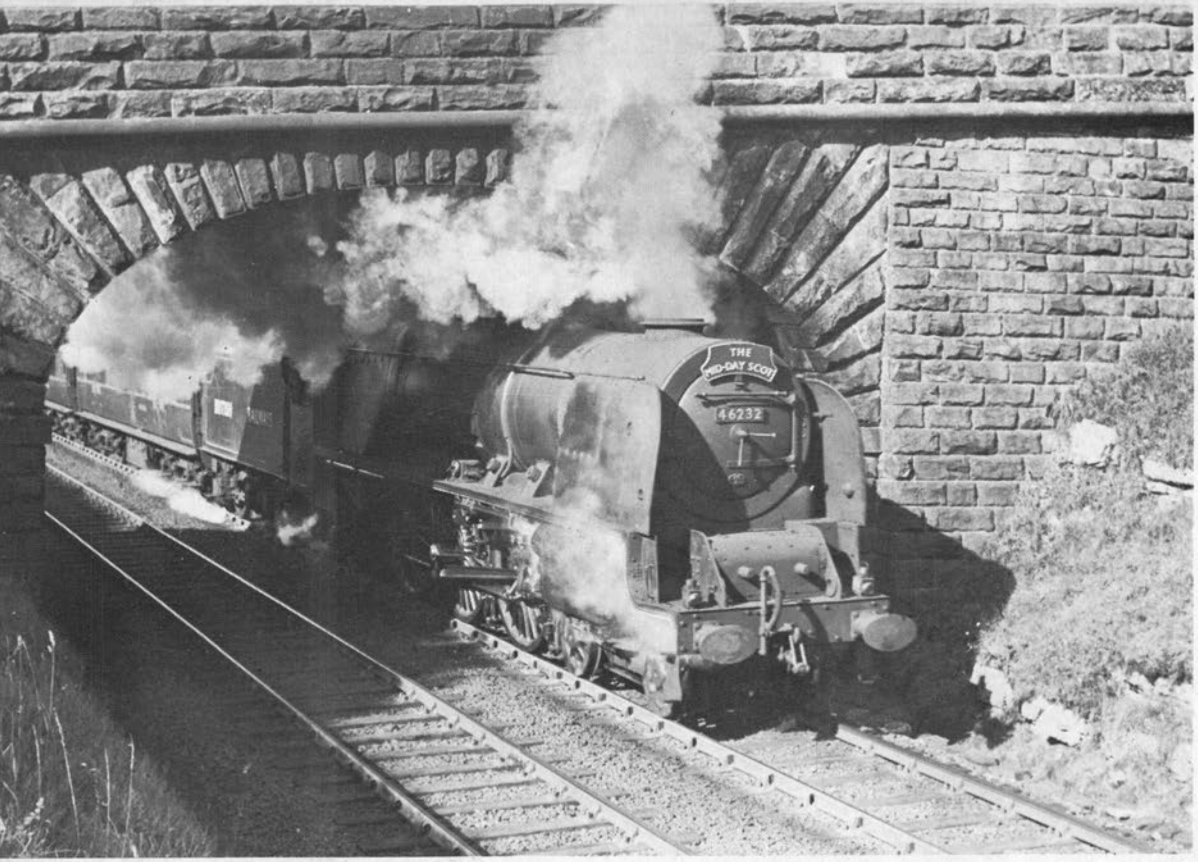

46488

Rebuilt 'Patriot' No.45532 *Illustrious* at Penrith on 25 August 1962 with a train for Carlisle; it is an easy 18-mile downhill run to Citadel station from here and the fireman will be able to take things rather more easily than on the previous stretch from Lancaster. [A. Tyson]

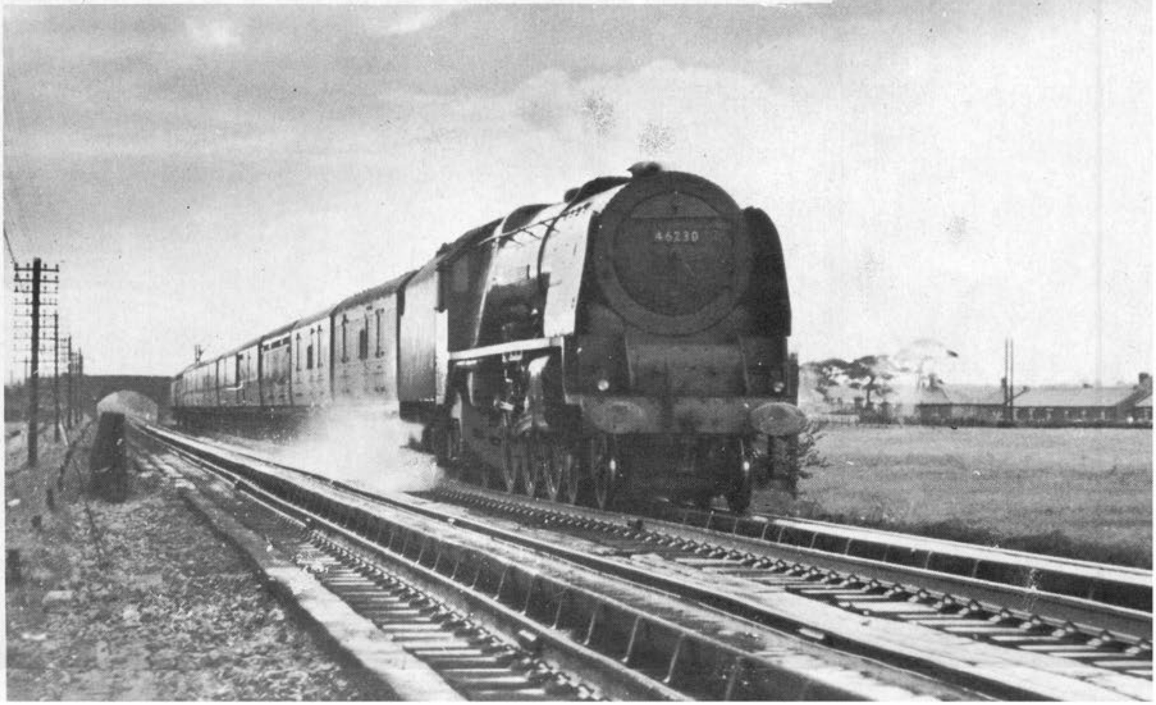




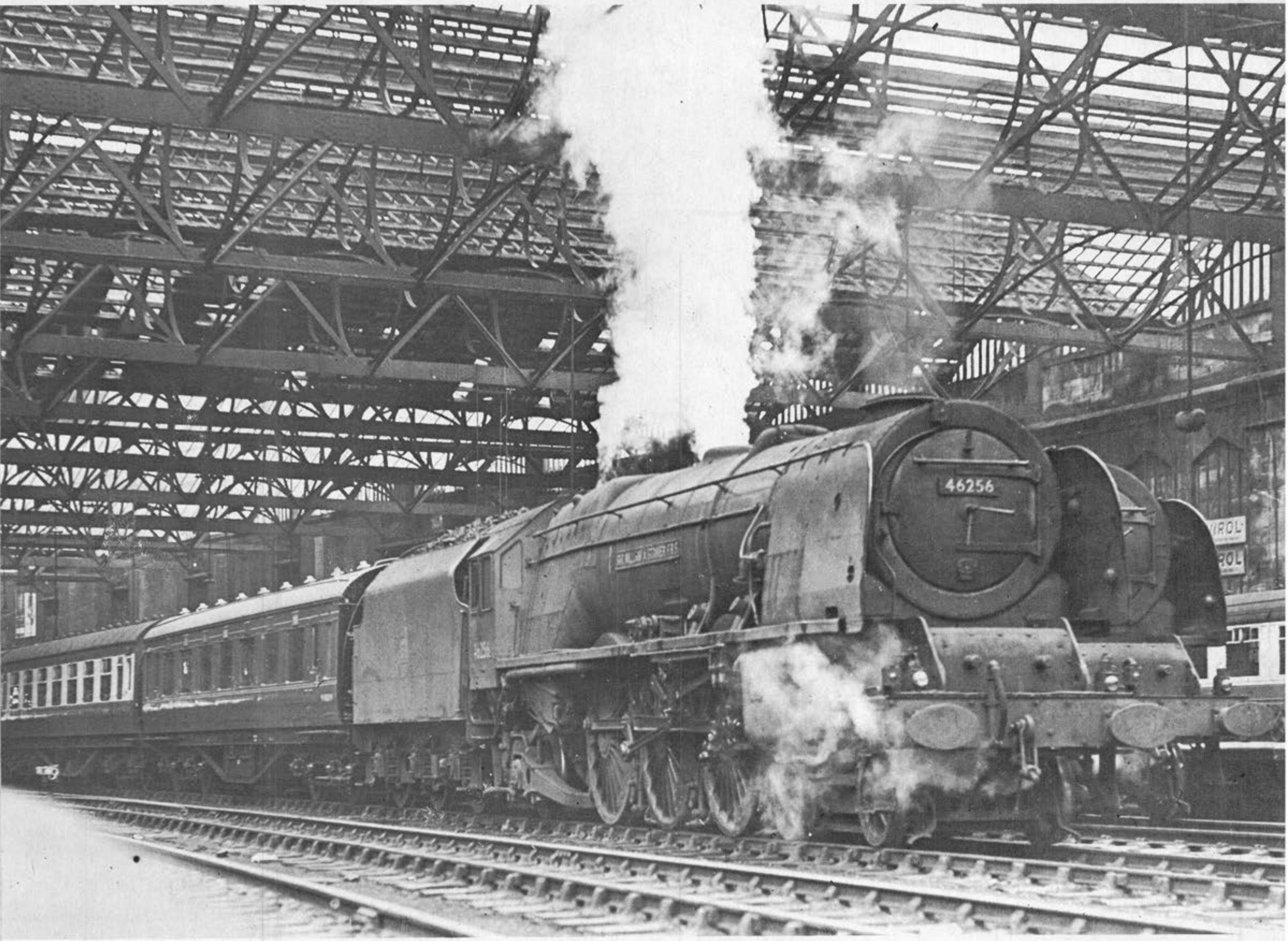
Shap station with its tiny signal box on the down platform, 12 August 1961; 8F No.48152 is rattling through with a freight for Kingmoor yard. [A. Tyson]



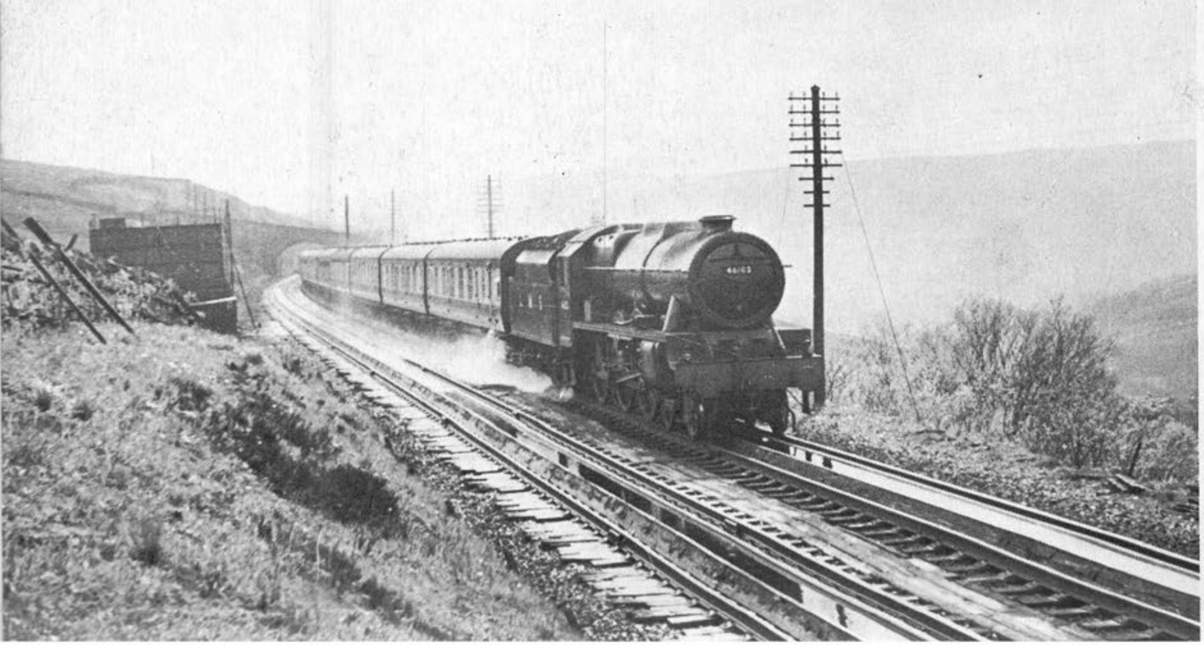
With sixteen coaches on, No.46232 *Duchess of Montrose* needs all her tractive effort, plus adhesion and skilful driving, to get away cleanly after being brought to a stand by an adverse signal by the Orton road bridge on the north side of Shap. Loads were traditionally heavy on the route at the date of this photograph in 1951. [W. J. Alcock]



The up West Coast 'Postal' on the troughs just south of the border in July 1952 hauled by No.46230 *Duchess of Buccleugh* – a photograph taken in the late evening. [W. J. Alcock]

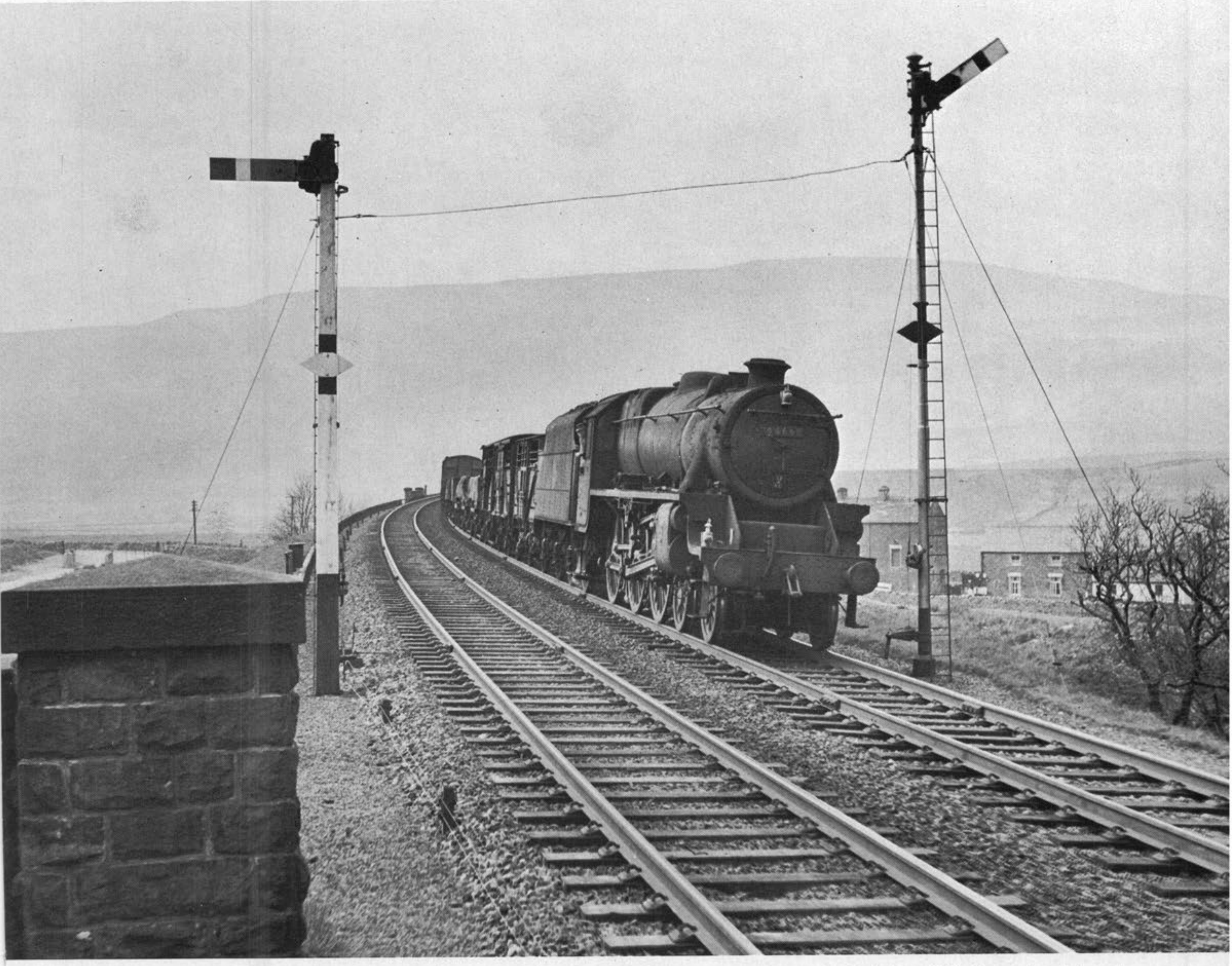


Carlisle (Citadel), 20 August 1956; No.46256 *Sir William A. Stanier F.R.S.* in the centre road waiting to head south for Crewe and Euston. The working of Citadel station was always complex and Special Instructions to Drivers formerly covered the need for them to have 'their engines under sufficient control to be able to stop short of any obstruction that may be upon the lines whether the signals indicate Danger or not'. Two trains were allowed to use the main platforms one behind the other, and from time to time this busy station was the scene of minor 'shunts' – including collision damage to a Stanier Pacific on one occasion. [Rev. A. C. Cawston]



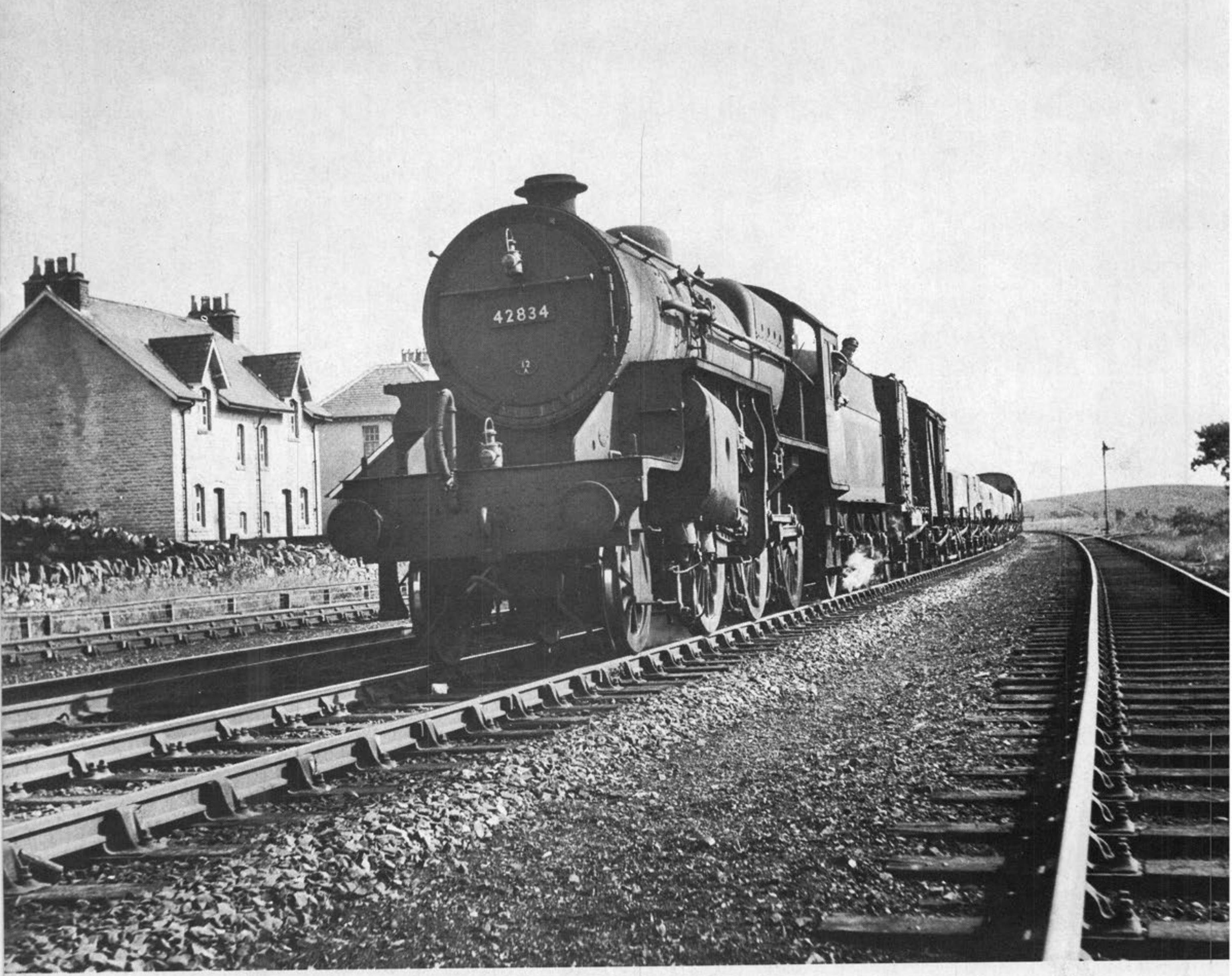
Mist shrouds the high moors as No.46103 *Royal Scots Fusilier* takes water on Garsdale troughs, 30 May 1951, heading north with the 'Thames-Clyde Express'. One might say these were troughs for use in summer only, for in many winters they were a solid mass of ice for weeks on end.
[H. C. Casserley]

After a Sunday shift helping on p.w. duties, Class 4F 0-6-0 No.44181 shuttles back towards Hellifield and home and, running tender first, is seen approaching Blea Moor Tunnel in May 1962. [A. R. Butcher]

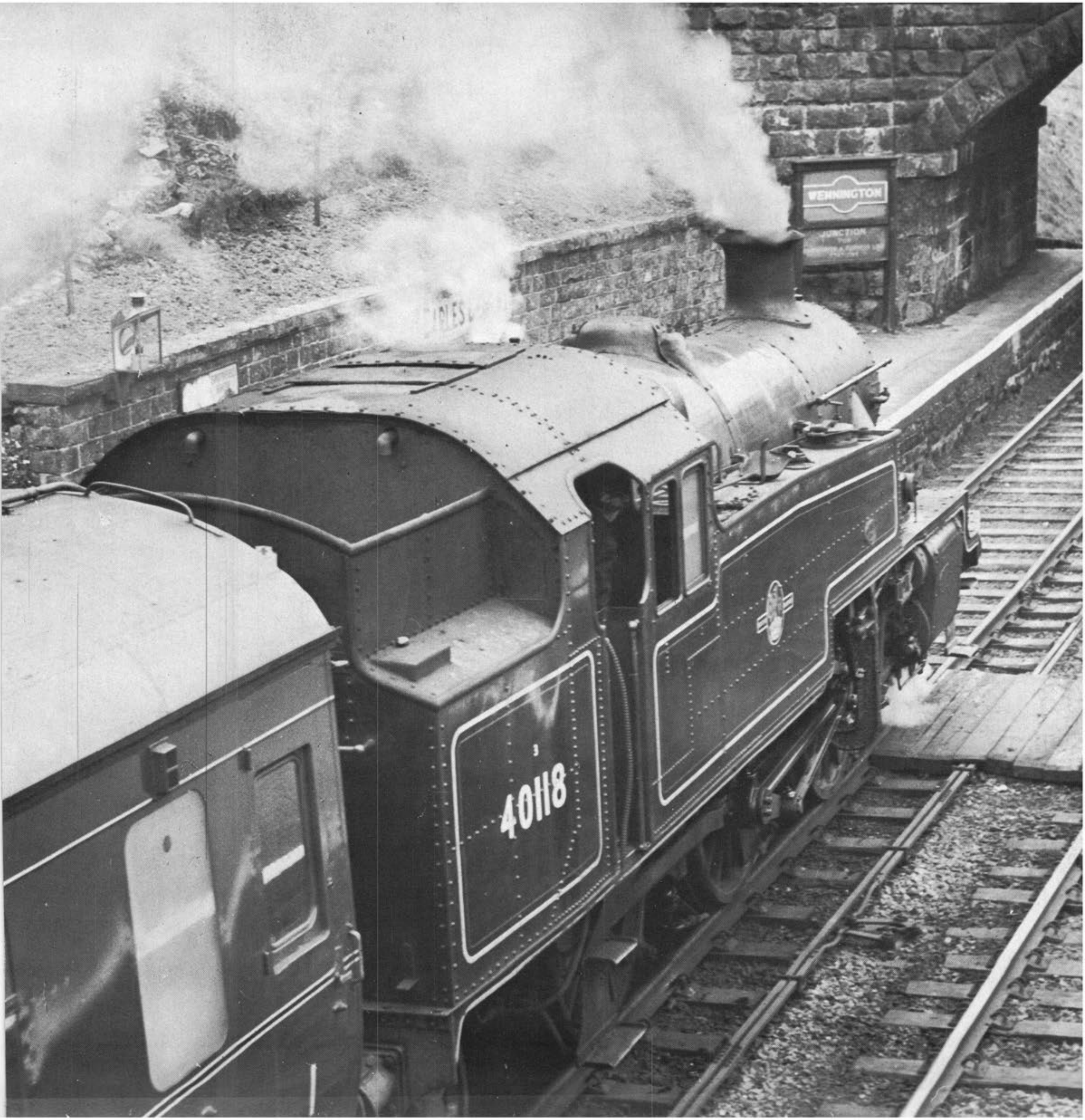


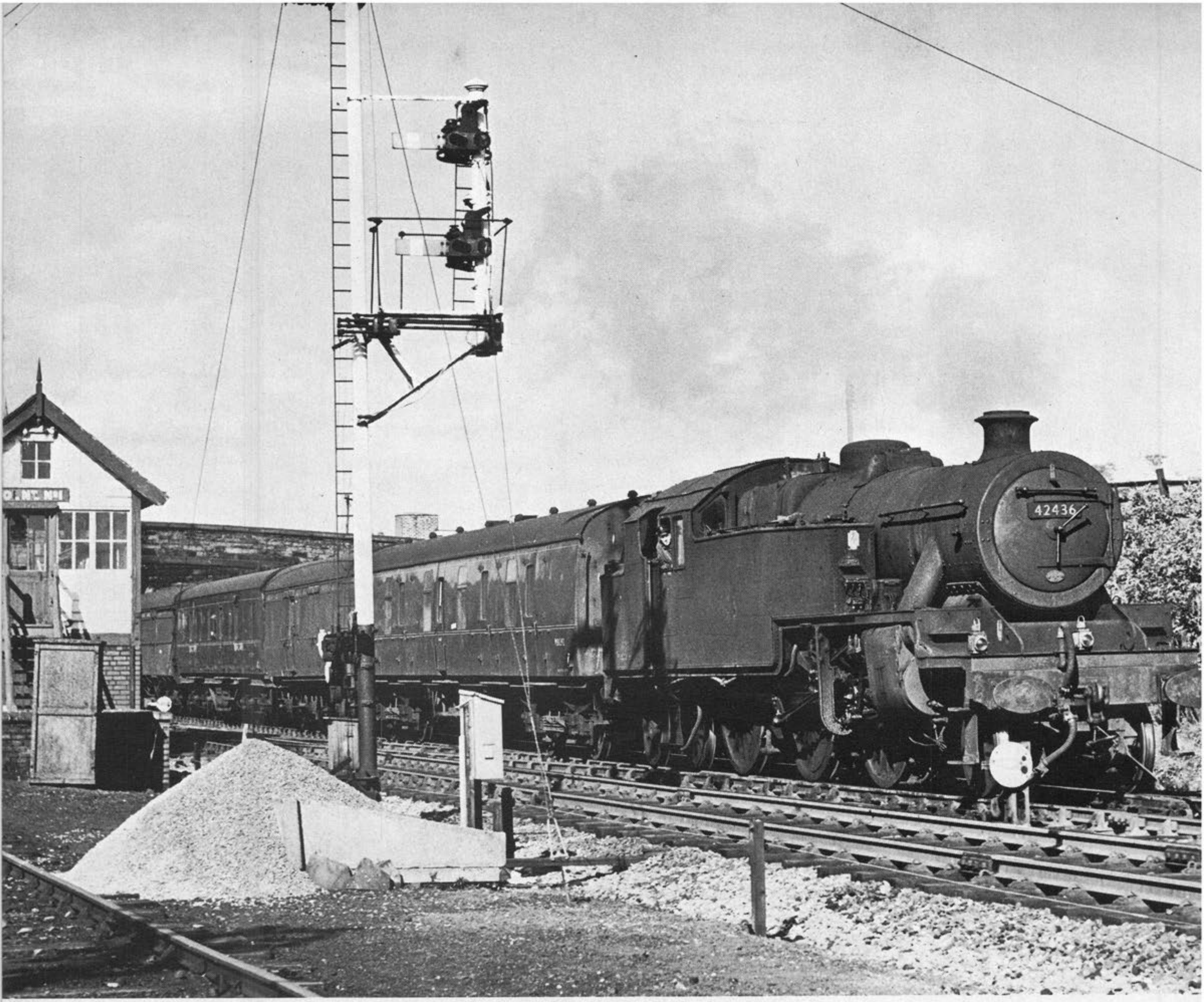
Class 5 No.44668 with an up mixed freight coasting over the southern end of Ribblehead Viaduct; the driver is allowing speed to pick up somewhat, having cleared the 20 mph restriction over the viaduct during the well-nigh continuous maintenance work that the structure calls for in this exposed situation. [A. R. Butcher]

Horwich Mogul No.42834, near Blea Moor signal box with a Hellifield-Carlisle freight, easing to a stop to take water on 20 June 1959. The original design of this class, by George Hughes of the L & Y, owed something to contemporary USA practice and it was perhaps no coincidence that they proved as robust and long-lived as the locomotives on the North American continent. [R. H. Short]



2-6-2T No.40118 with the Morecambe portion of a Leeds-Carnforth train at Wennington Junction, 25 March 1961. [A. Tyson]

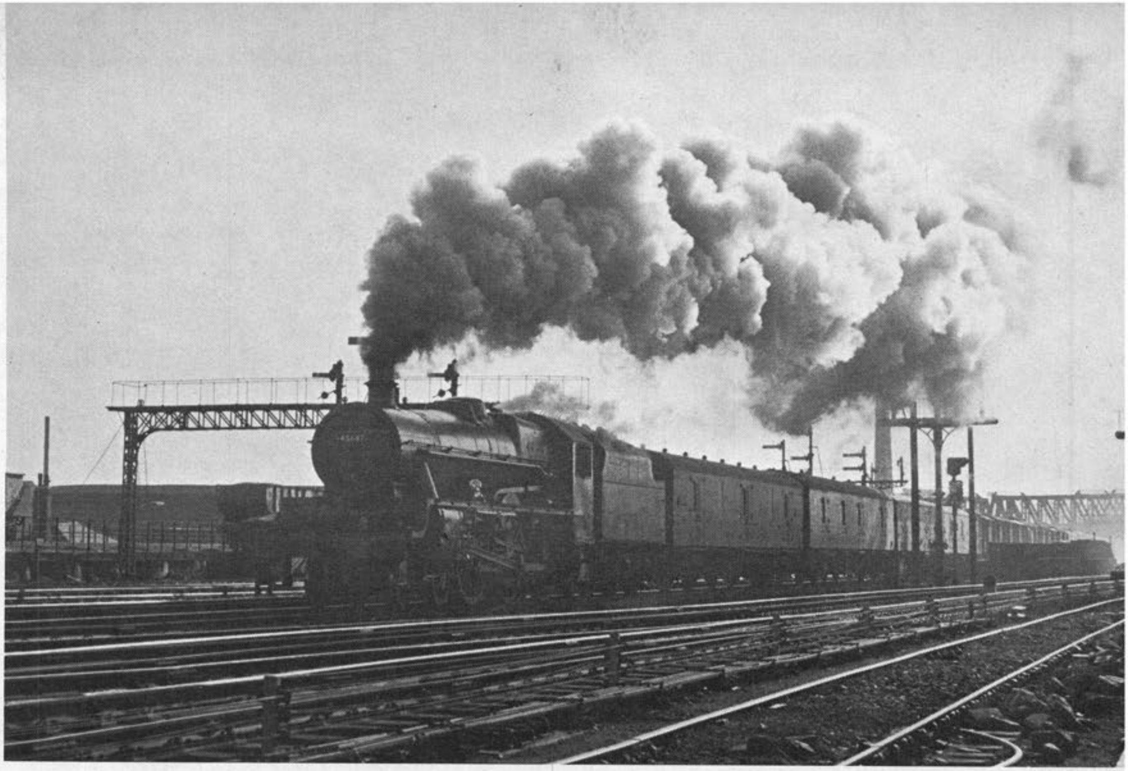

WENNINGTON
JUNCTION
40118



In Lancashire, the once-numerous local trains at one time provided the principal inter-town transport services and the LMSR standard 2-cylinder 2-6-4T of Stanier design provided the motive power for many of these, succeeding the ex L & Y 2-4-2 tanks which had a one-time near-monopoly of these trains. In this scene, No.42436 is in charge of the evening parcels train from Colne to Stockport and is drawing away past Colne No. 1 signal box, 19 May 1964. [R. H. Short]

Opposite, the same parcels train, also near Colne, behind Class 5 No.44745 – one of a batch of ten built at Crewe 1948 with Caprotti valve gear and a lower than normal running plate. These variants of the Black Fives were rath prone to slipping compared to the normal version, and tended to pull the fire about badly due to their sharp exhaust blast. [R. H. Sho

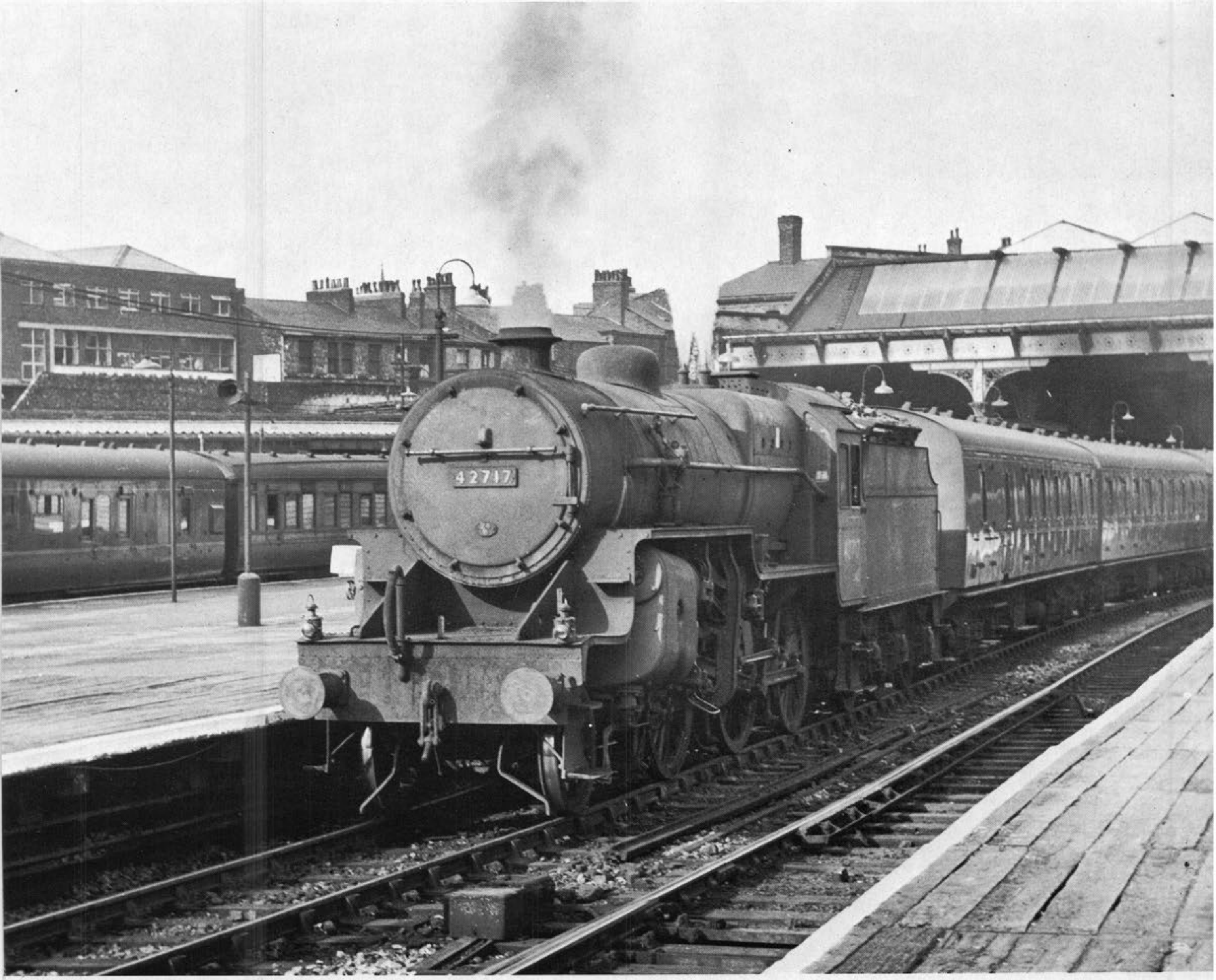
Jubilee No.45647 *Sturdee* at Wortley Junction with the 8.19 a.m. Leeds-Bradford (Forster Square) parcels, 18 March 1967. [J. C. March]



44745
44745

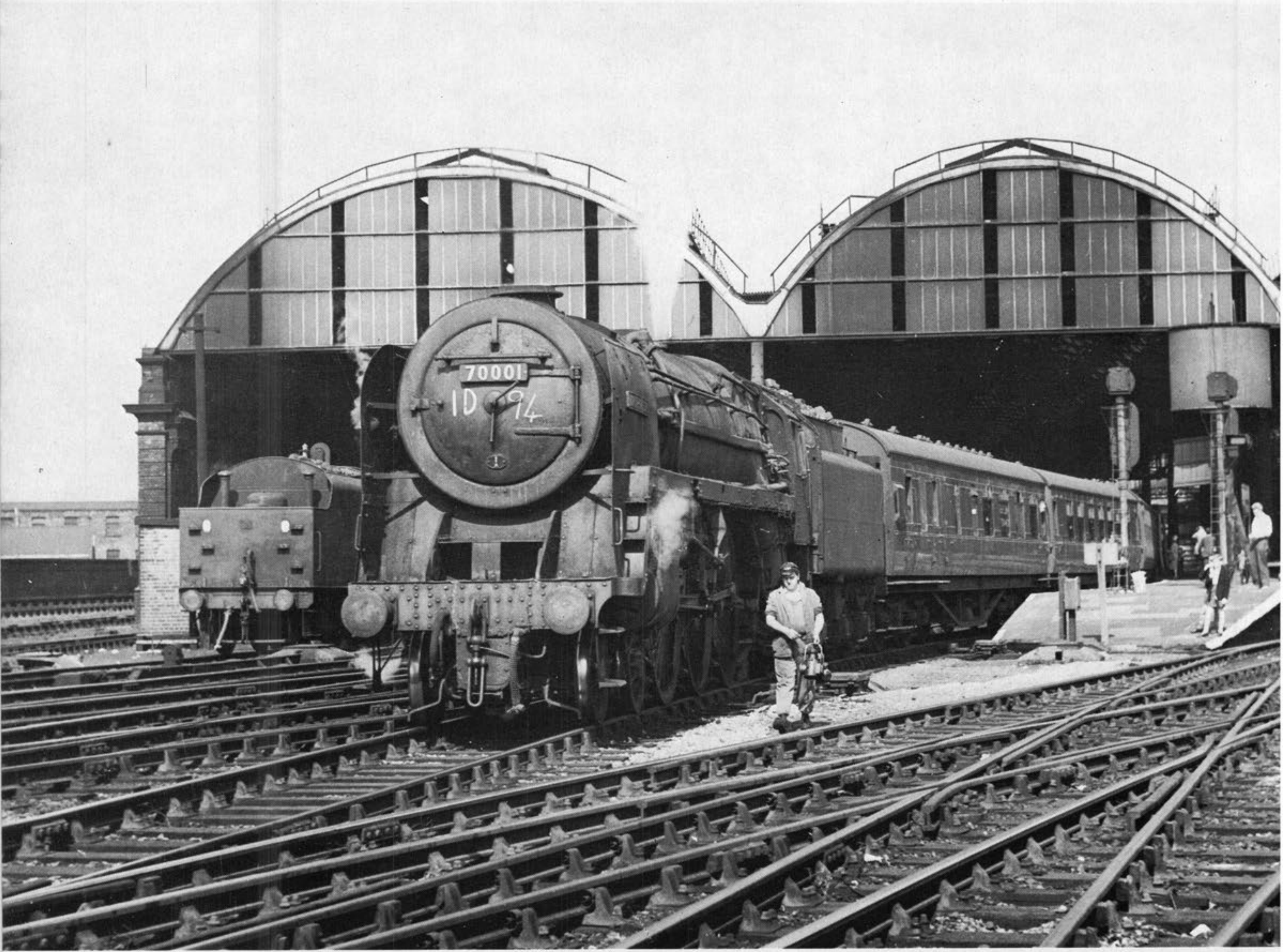
42547

2-6-4T No.42547 on a morning Skipton-Colne local nears its destination on a June morning in 1957. This link, connecting the ex-L & Y line to Preston and Manchester with the Midland's S & C route, is now closed and the track lifted. The Blackburn-Hellifield route ran more or less parallel, and largely duplicated the need for it. [R. H. Short]

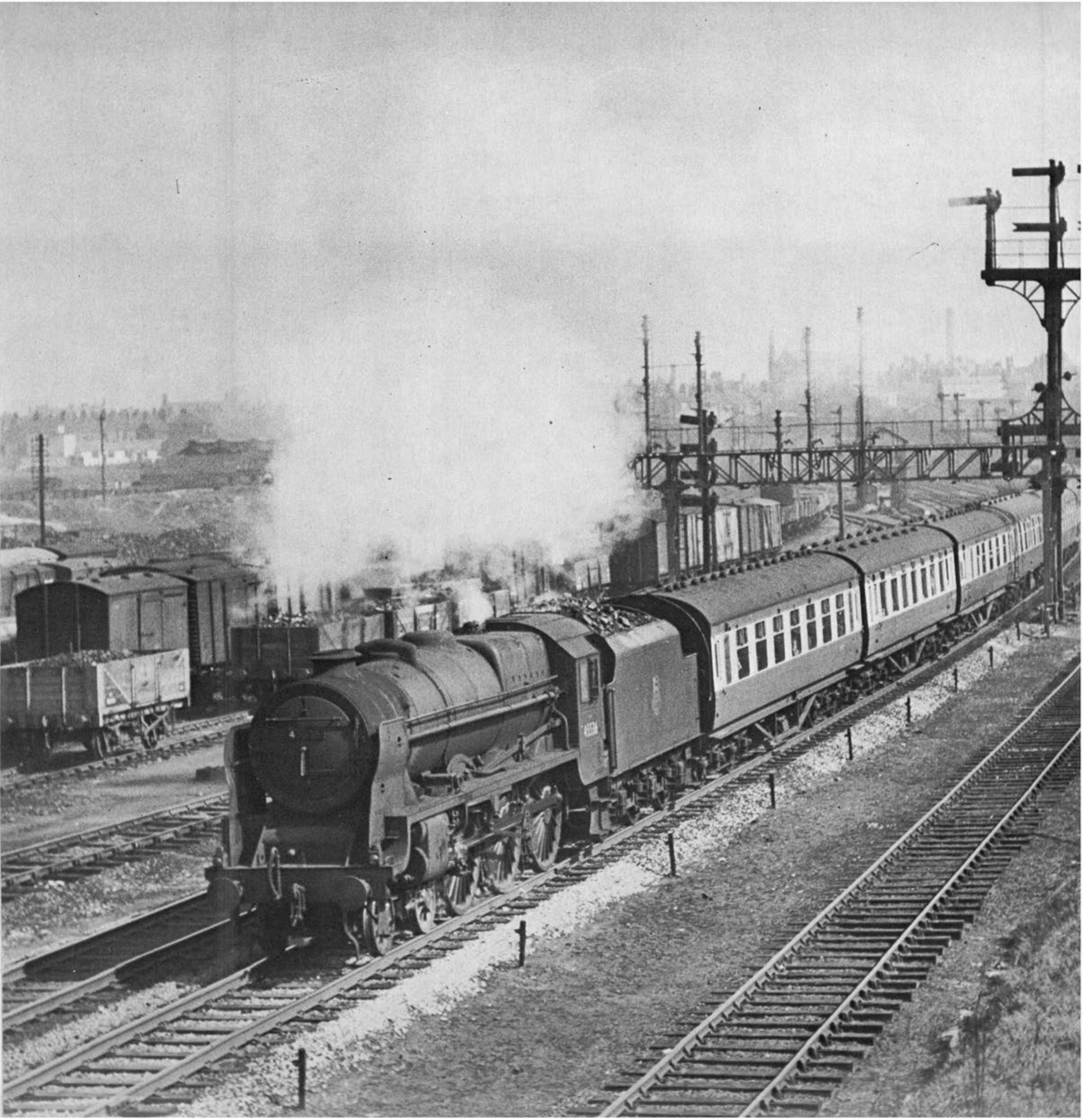


The 5.40 p.m. to Hellifield waiting to leave Manchester (Victoria) on 4 August 1961, headed by one of Rosegrove shed's 5P4F Moguls – No.42717. As far as Blackburn, trains such as this were tolerably well-patronised but onwards, through Whalley and Clitheroe, passenger traffic was sparse and the chief value of the line lay in its connection with the alternative Midland main line if for any reason trains had to be diverted north of Preston. [A. Tyson]

One of LM Region's 'Britannias', No.70001 *Lord Hurcomb,* leaving Manchester Exchange on 28 July 1963 with the 4.15 p.m. to Llandudno. At one time this Pacific was allocated to Eastern Region at Stratford but was later moved to LM sheds, including 1A (Willesden), as seen here on her shed plate. [A. Tyson]

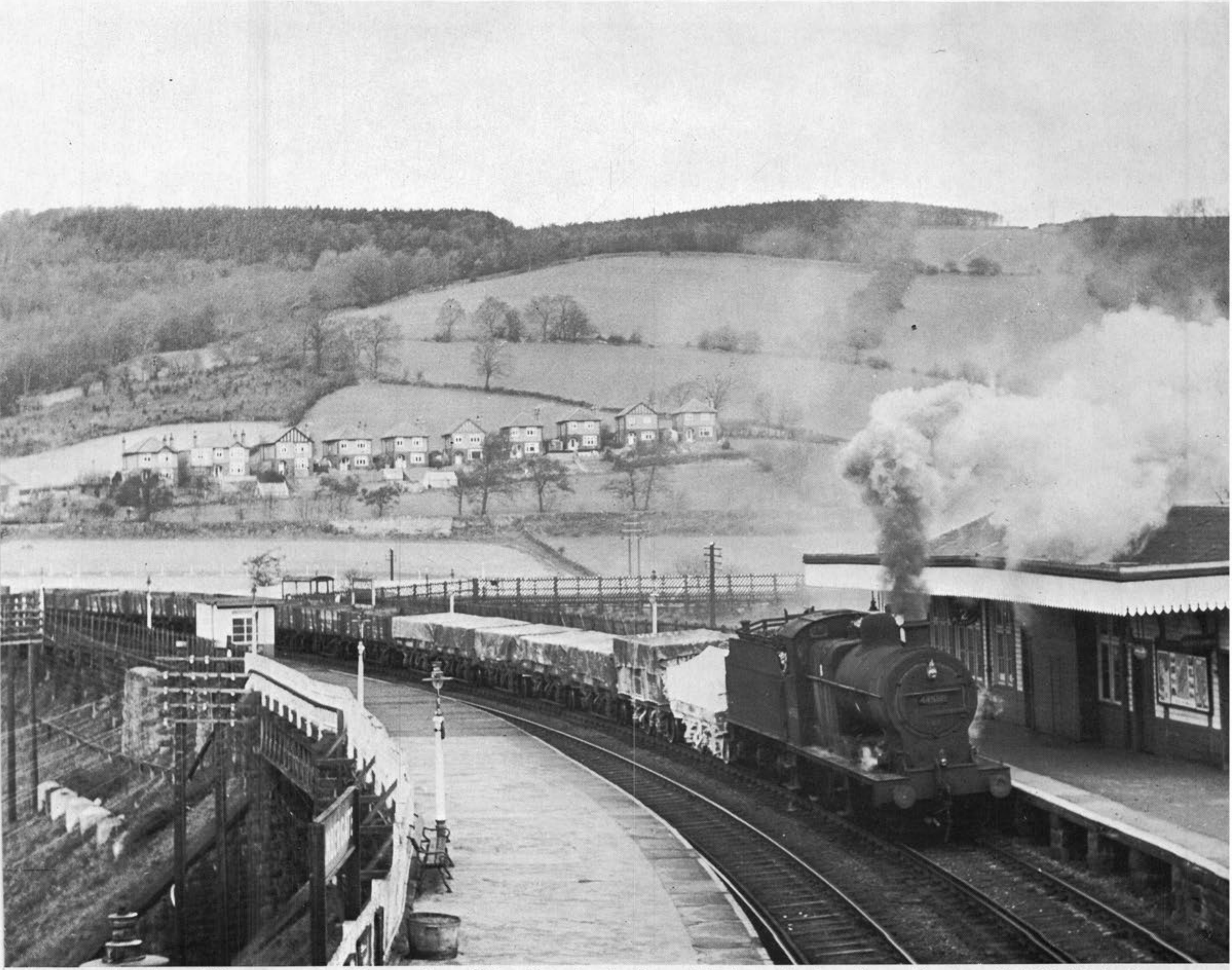


Rebuilt Patriot No.45536 *Private W. Wood, V.C.* gets a move on through Stockport with a Manchester-Euston express, 9 May 1954. This locomotive, built at Crewe in 1933 and subsequently rebuilt under H. G. Ivatt's regime, was named after one of the foremen at Longsight shed – one of three LNWR employees who won the VC in the First World War. Appropriately enough, No.45536 was one of Longsight's allocations. [N. E. Preedy collection]

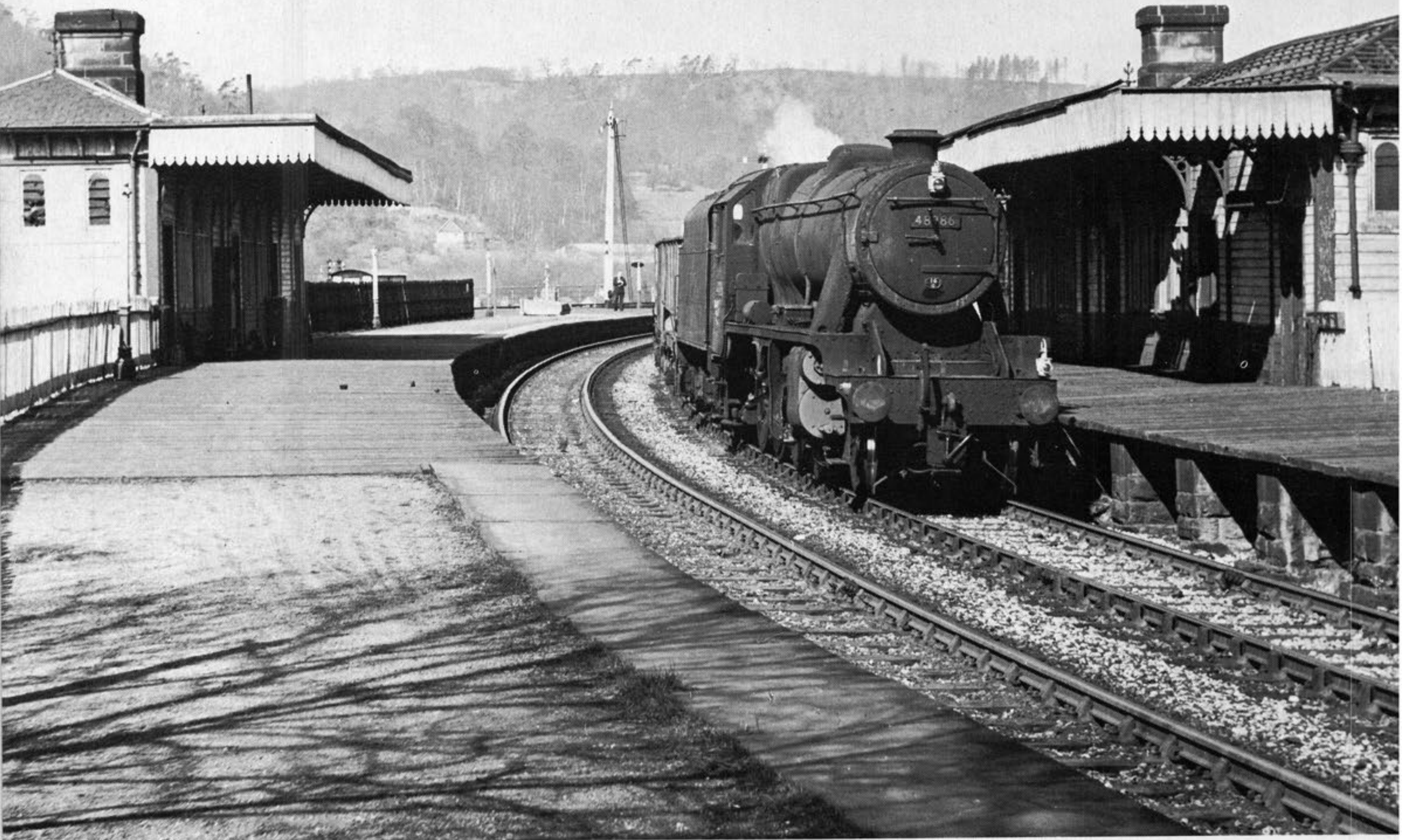


44462

A Stanier chimney altered the look of a Fowler 4F slightly for the worse but the Derby lines are still unmistakable; No.44462 heads through Northenden with a freight towards Stockport on 23 September 1961. [A. Tyson]



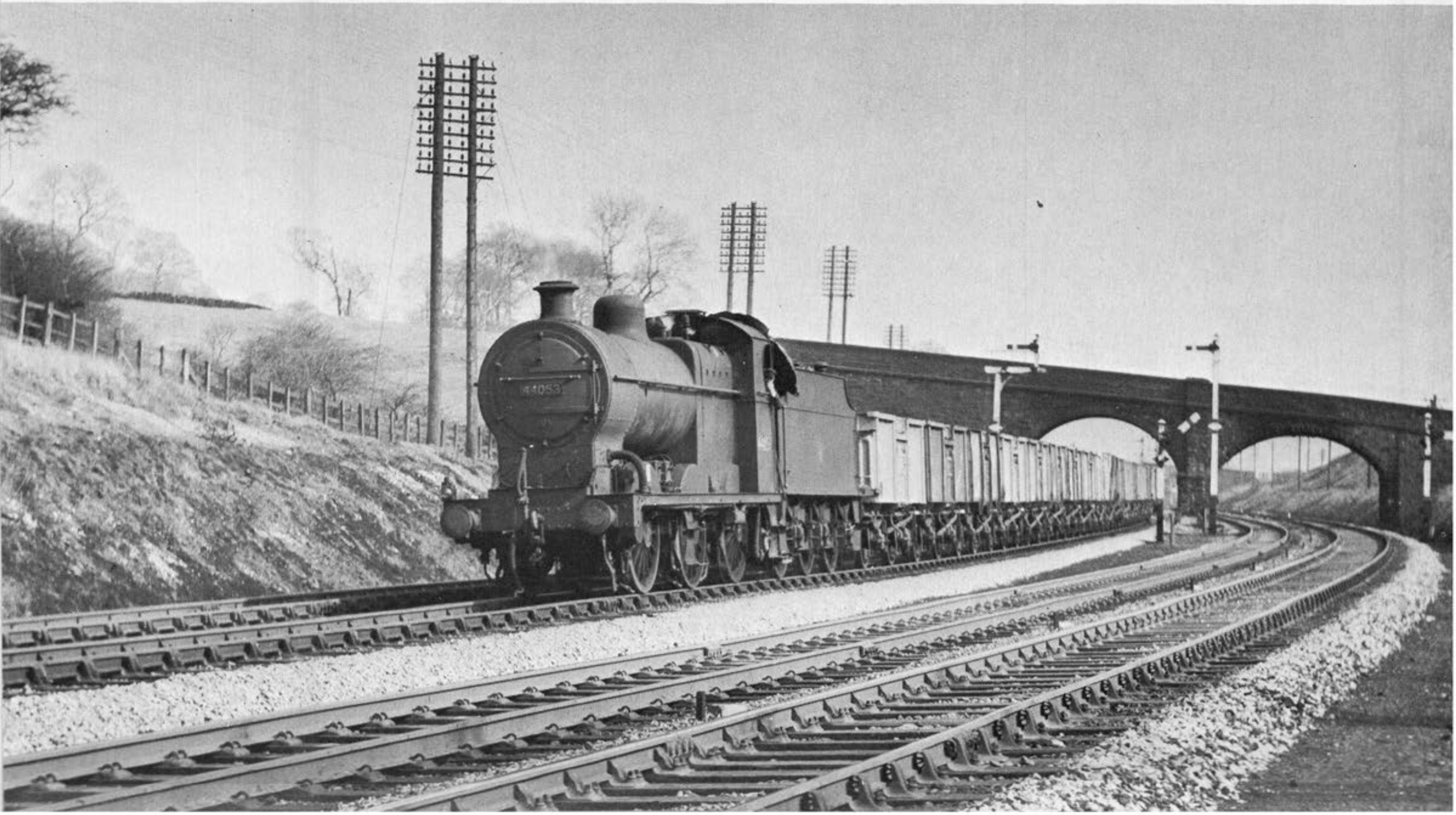
Another of the numerous 4Fs coming off the Manchester line at Ambergate Junction with an up freight, 11 April 1964. No.44588 was one of the later small batches of the class built at intervals in the Stanier era, from 1937-41, being turned out from Derby works in 1939. [A. Tyson]

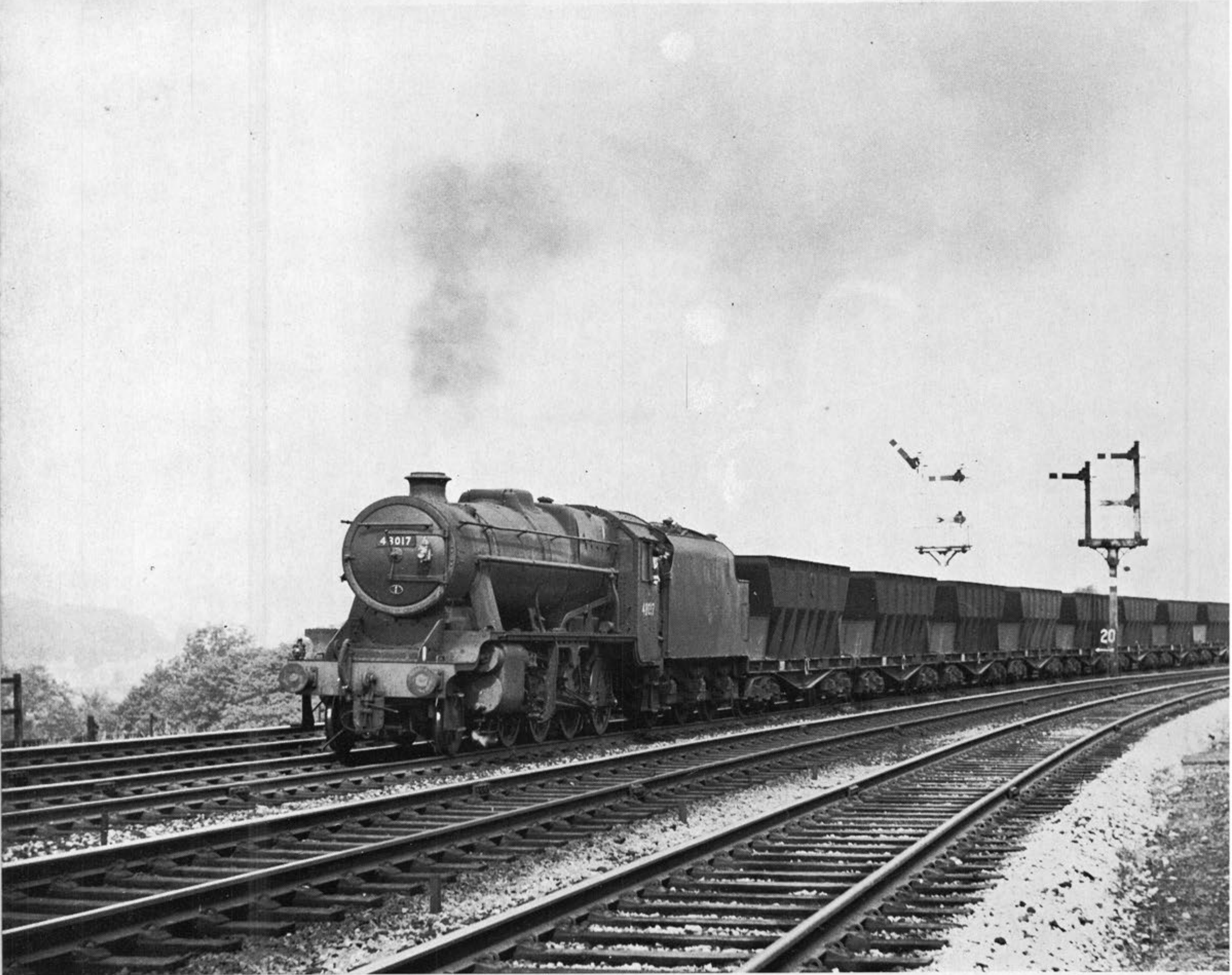


8F No.48286, which was one of the class that saw service in Persia in the war years, polishes her flanges round the sharp curve through Ambergate Junction with a freight off the Sheffield line in April 1964. [A. Tyson]

Well-kept Class 5 No.45398 passing Chapel-en-le-Frith South Box on 10 February 1962 heading for Buxton; out of sight in the rear is 8F No.48519 banking the train. Below, 0-6-0 No.44053 with a down train of empty 'minerals' passing Chinley, 17 March 1962. This was one of the earlier 4Fs built (Derby: 1925) and is seen fitted with the outside steam pipe which identified those few in the class fitted with exhaust steam injectors. [A. Tyson]

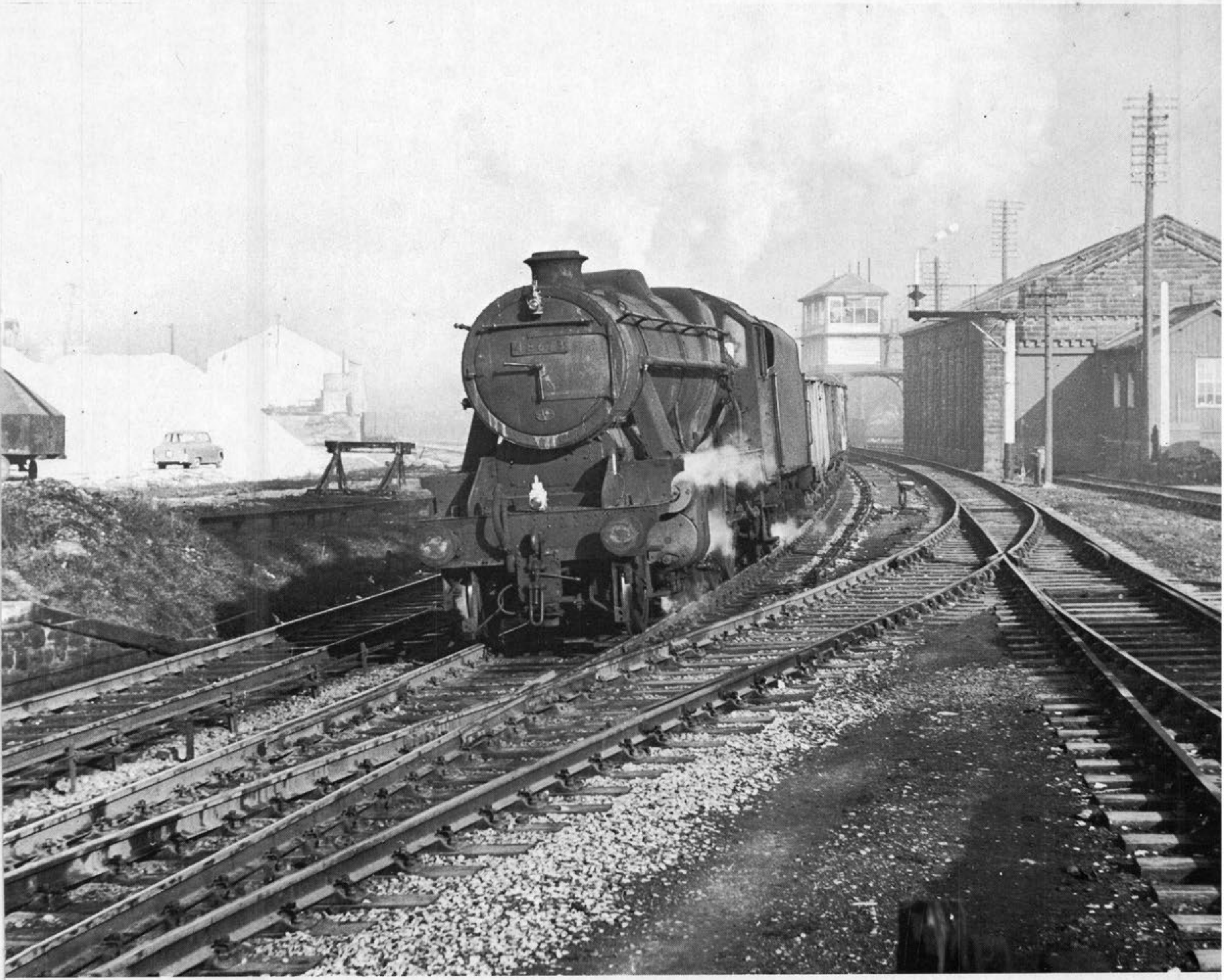
CHAPEL-EN-LE-FRITH
45398


44053

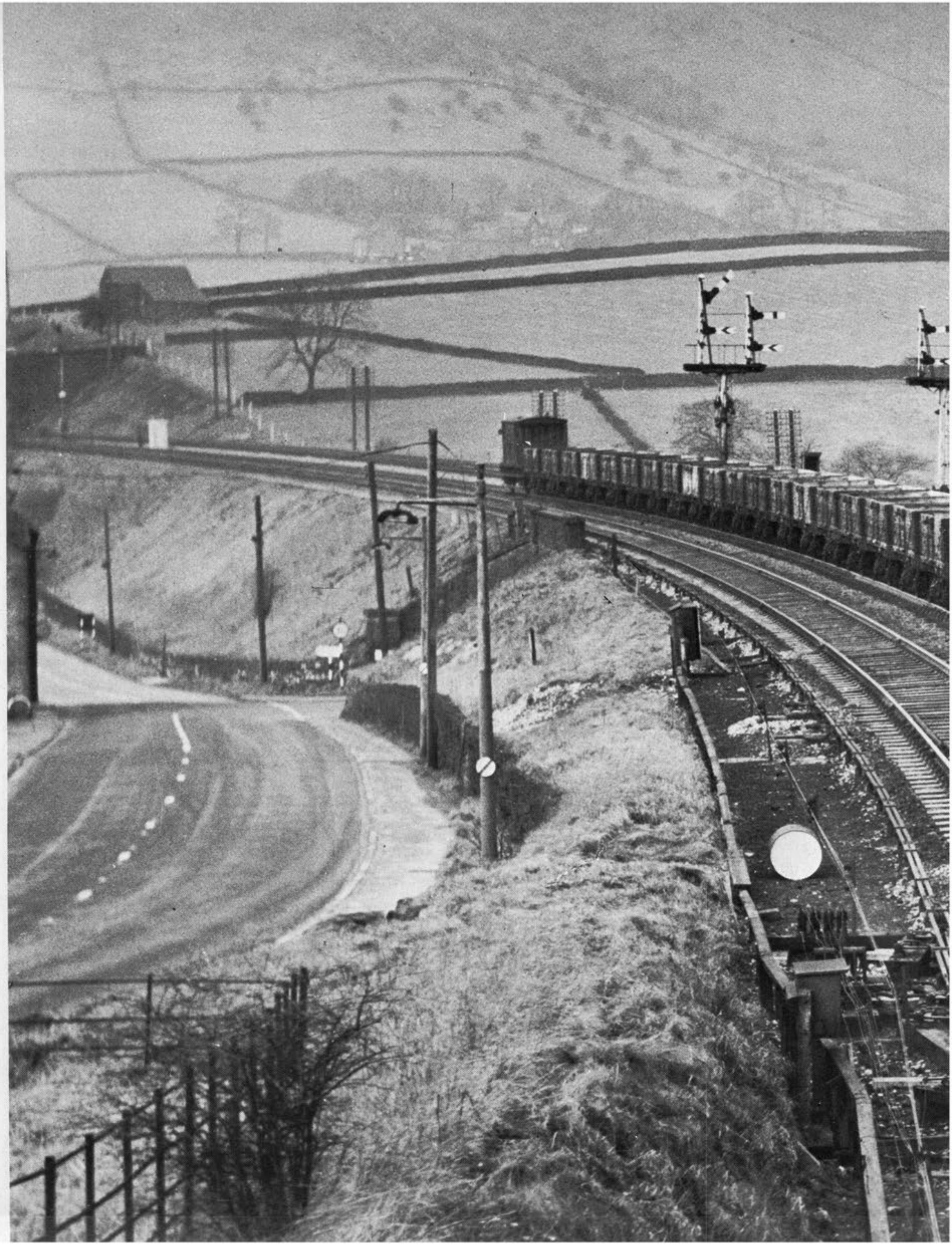


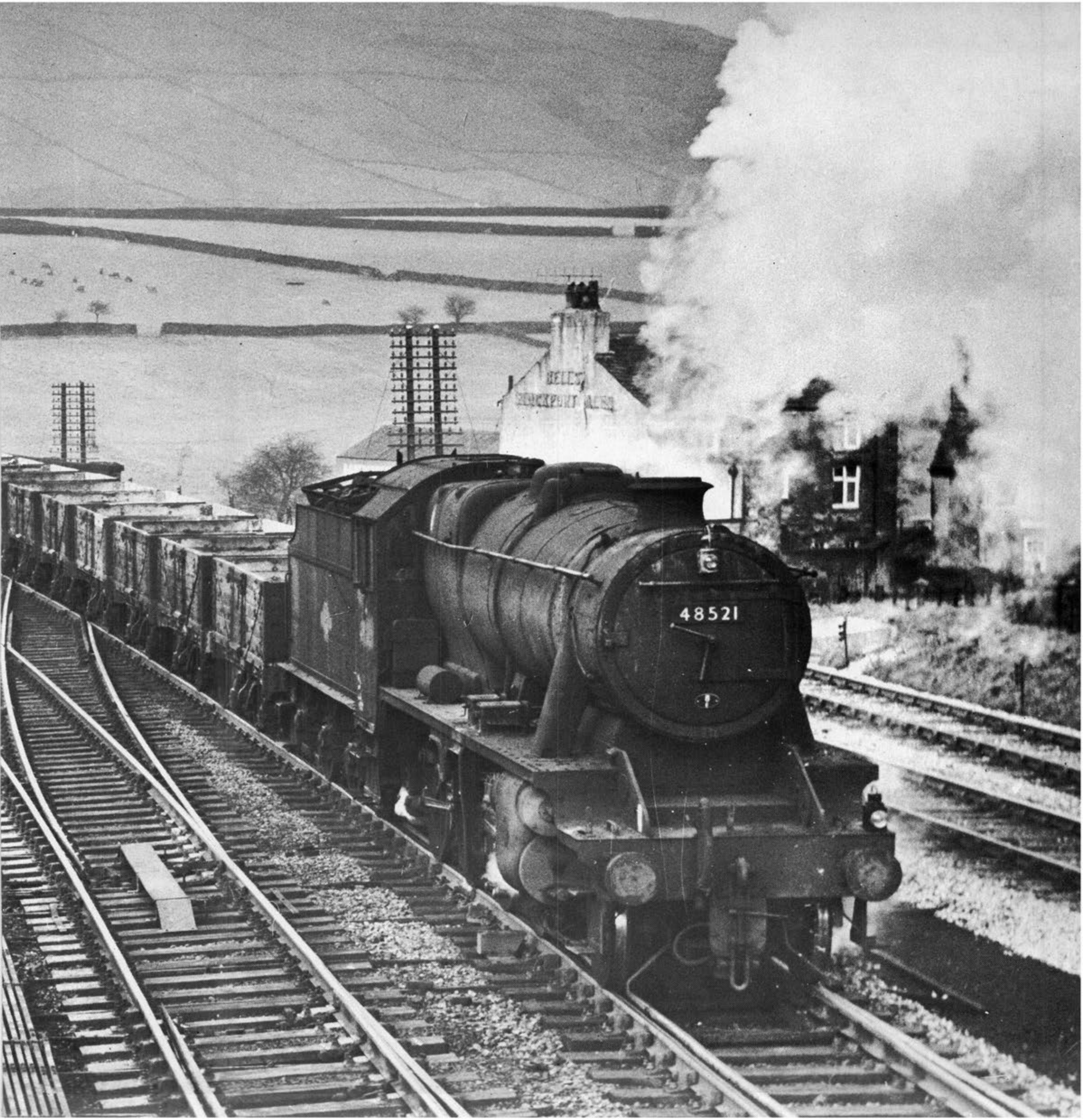
8Fs were the regular head-end power on the heavy ICI limestone trains between Northwich and the quarries at Tunstead (near Buxton) in the Peak District. Here, No.48017 heads a string of the big empty hoppers back to the quarry sidings, and is seen near Gow Hole, 3 August 1963. Needless to say, on these gradients these 750-ton trains were air-braked. [A. Tyson]

An up freight passing Matlock on 11 April 1964 behind 8F No.48573. The sturdy and dependable 8Fs were the heavy freight mainstay on LM Region to the end. The first of the 8Fs to go was No.48616, in 1960 – but this withdrawal was due primarily to accident damage and the locomotive being broken up for spares. Most lasted to the very eve of full dieselisation. [A. Tyson]

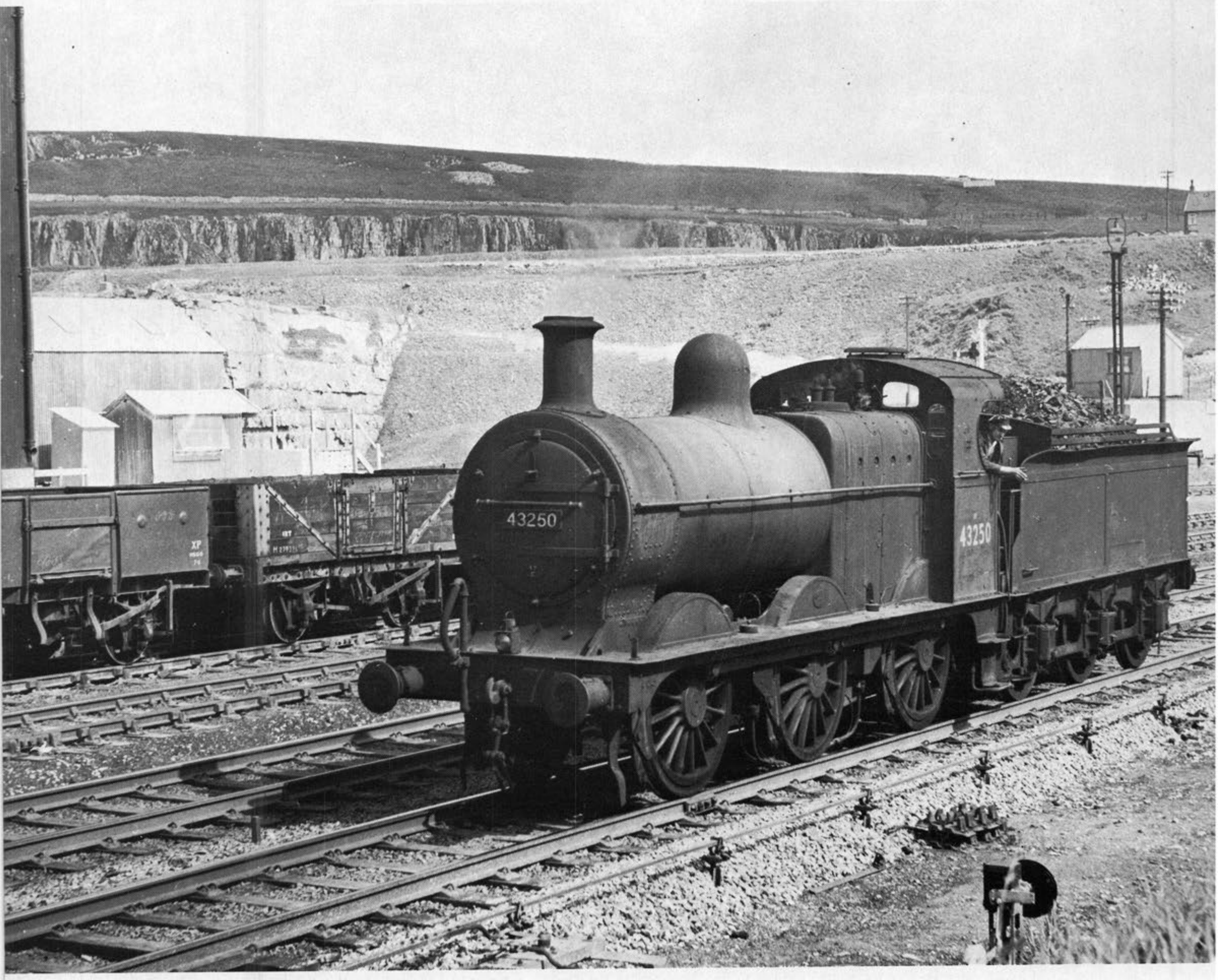


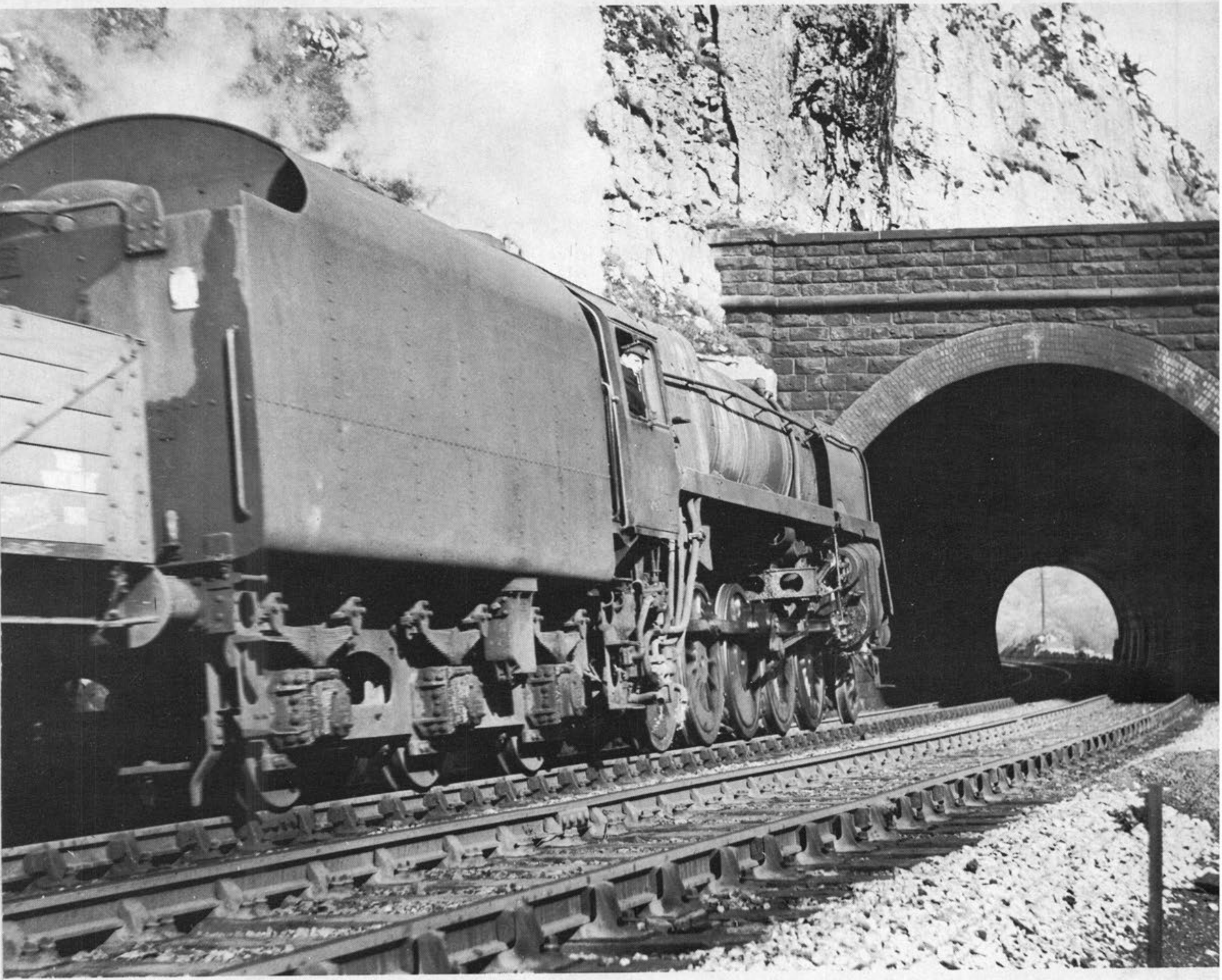
A few 8Fs ended up with small ex-Midland tenders from Jubilees, including No.48521, seen at Chinley North Junction in January 1962 with an up train of empty limestone wagons. In the late 1950s it was thus possible to see black 8Fs coupled to green-liveried ex-Jubilee tenders – although a coating of grime often made the mis-match none too apparent. [A. Tyson]




BELLS
STOCKPORT ALES
48521

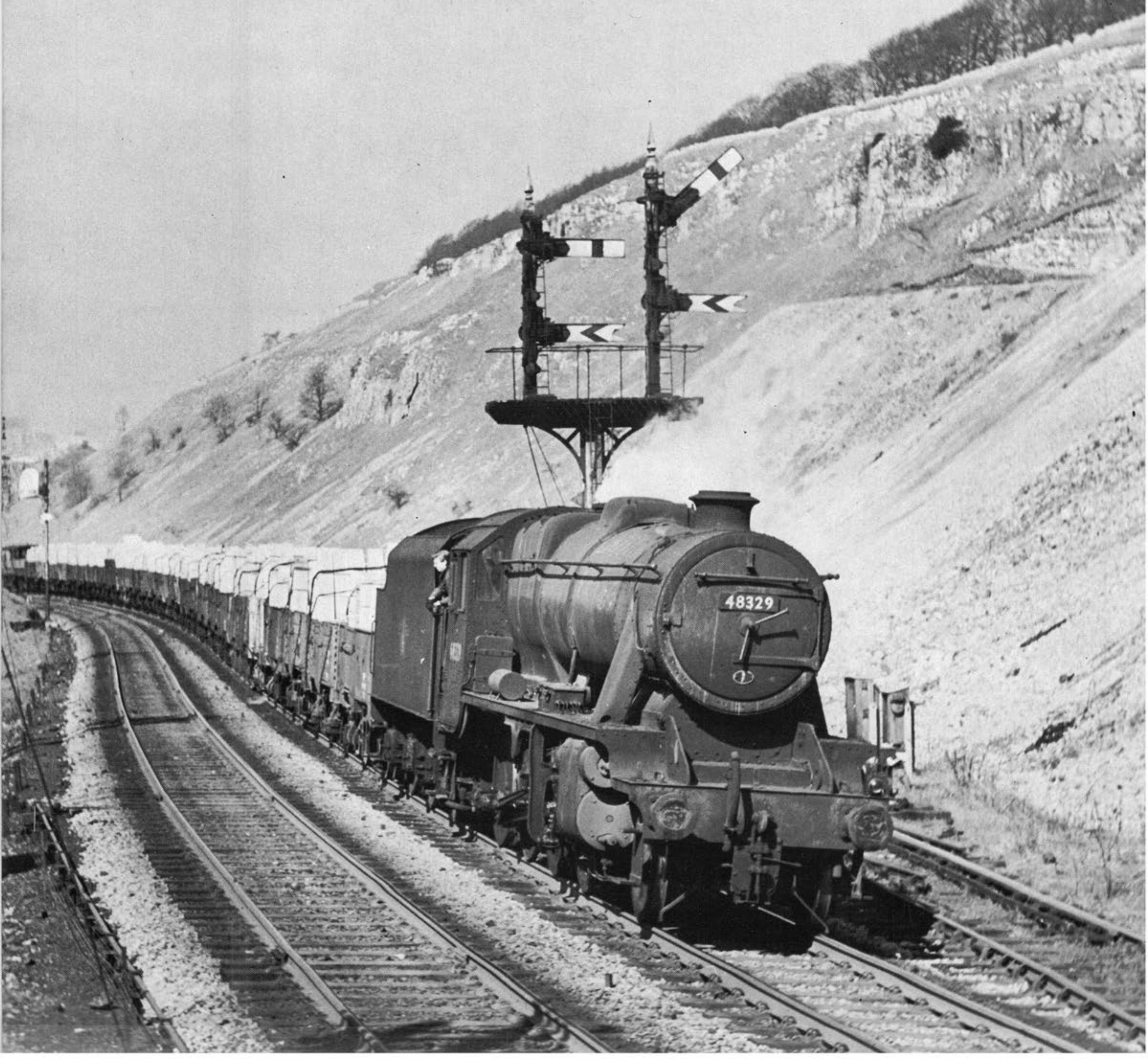
Less modern motive power at Peak Forest – ex-M.R. No.43250, which has just been employed in banking a loaded stone train away from ICI Tunstead sidings. [A. Tyson]

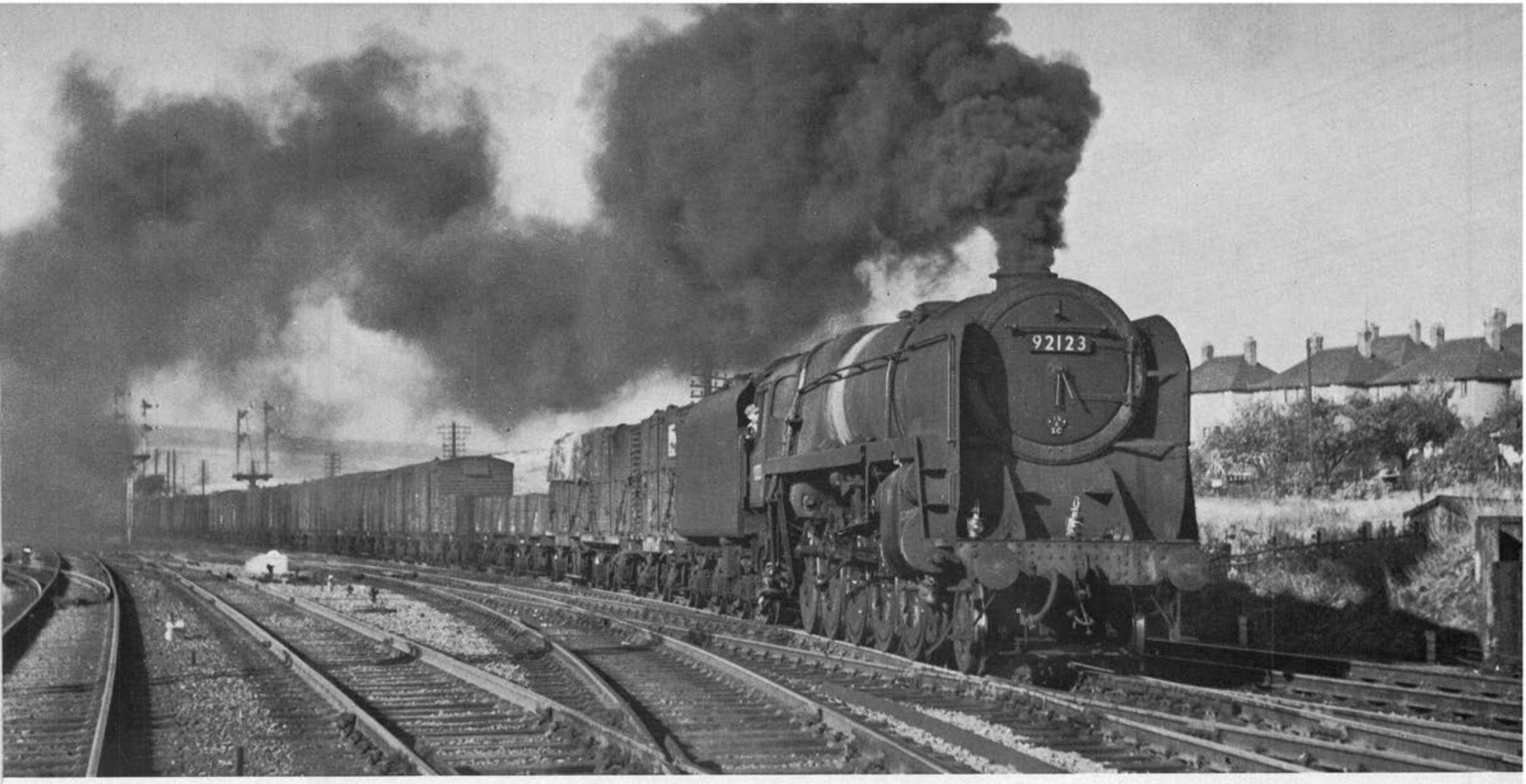




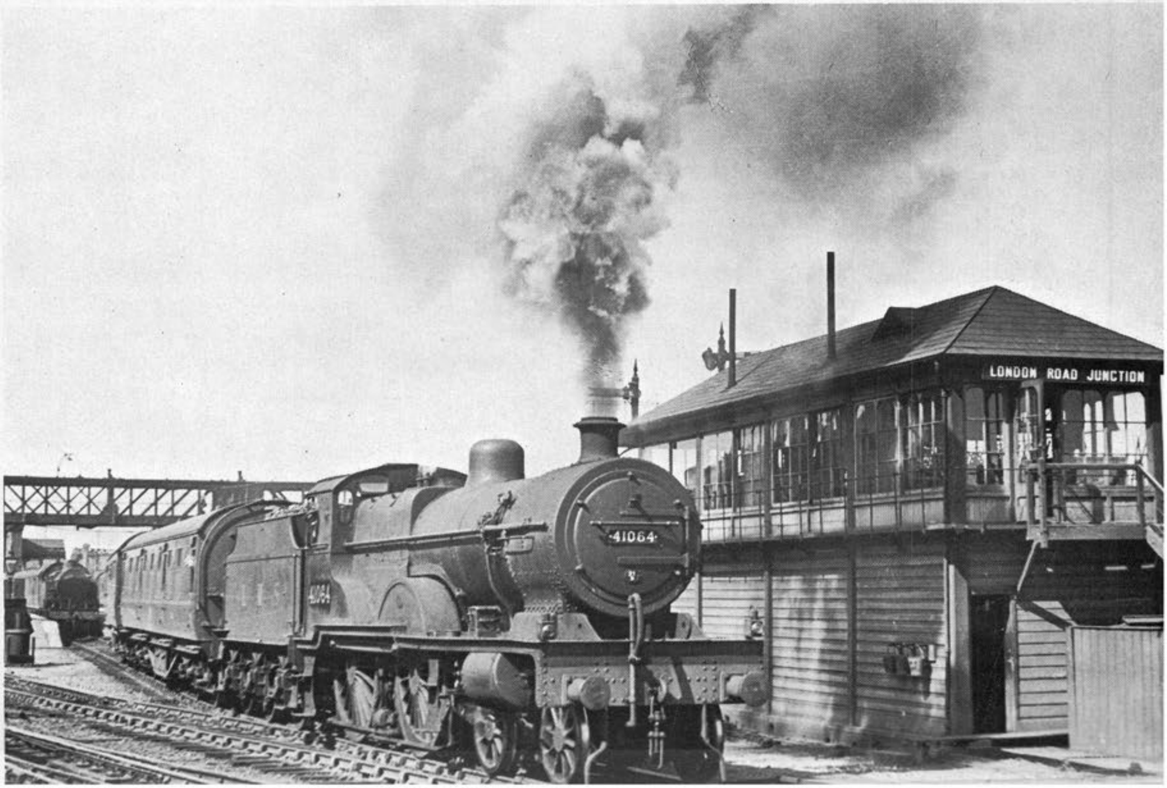
2-10-0 9F No.92051 on an up freight entering Rusher Tunnel in Millers Dale, 23 March 1963. Curiously enough, the 2-10-0 9Fs in the BR Standard series were not seen as frequently on the main line through the Peak as elsewhere, partly due to their long-coupled wheelbase which had an adverse effect on the sharp curves abounding on this section of the ex-Midland Manchester-Derby route. [A. Tyson]

8F No.48329 eases an up freight along the ex-Midland main line near Peak Forest Junction in March 1963. The deep cutting here, through the limestone uplands of the High Peak, provides a background that is unmistakable in appearance. [A. Tyson]

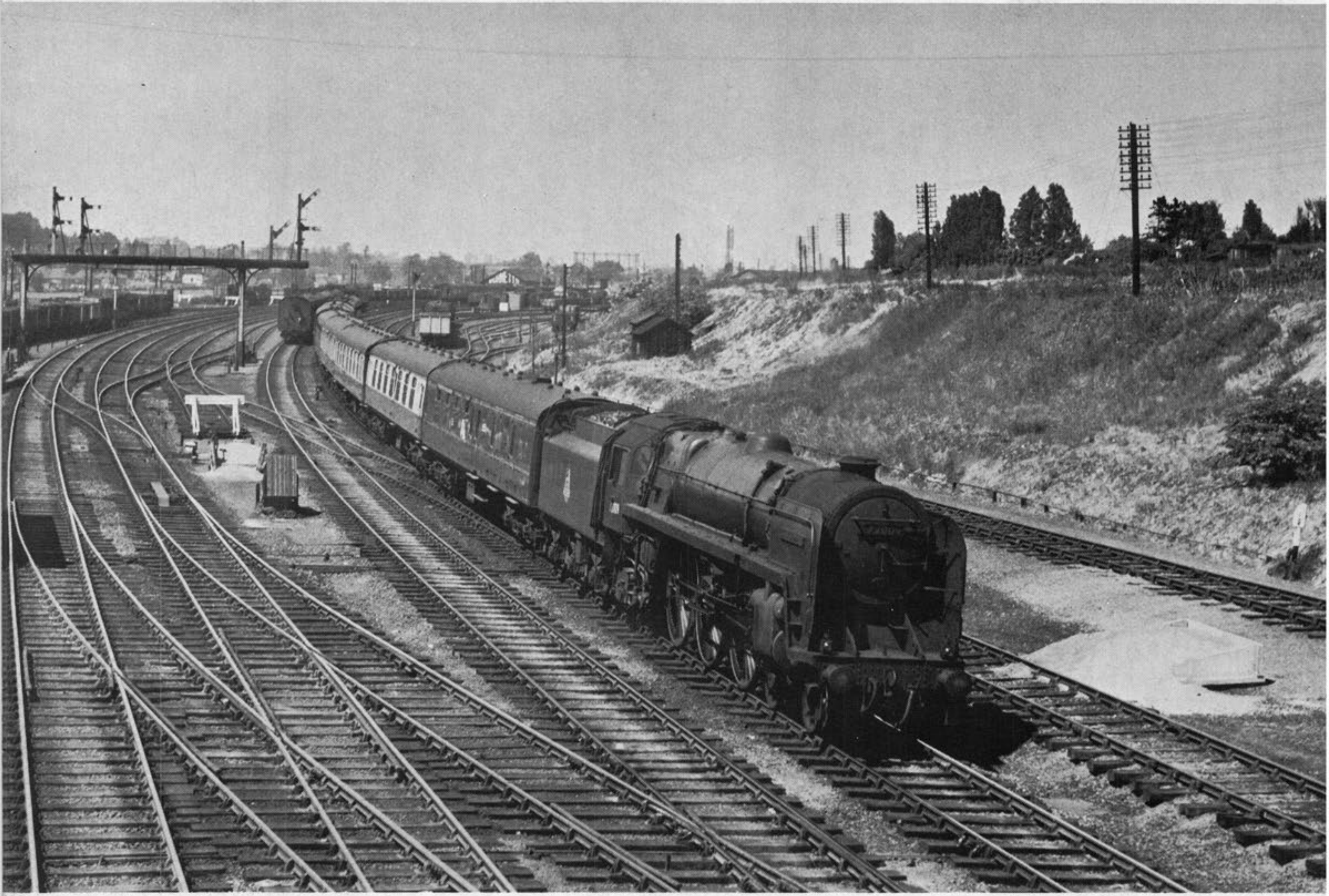




9F No.92123 crossing from the 'old line' to the main line at Tapton Junction, Chesterfield, with the 6 a.m. Carlisle-St. Pancras fitted freight, 3 October 1959.
[P. J. Lynch]


LONDON ROAD JUNCTION
41064

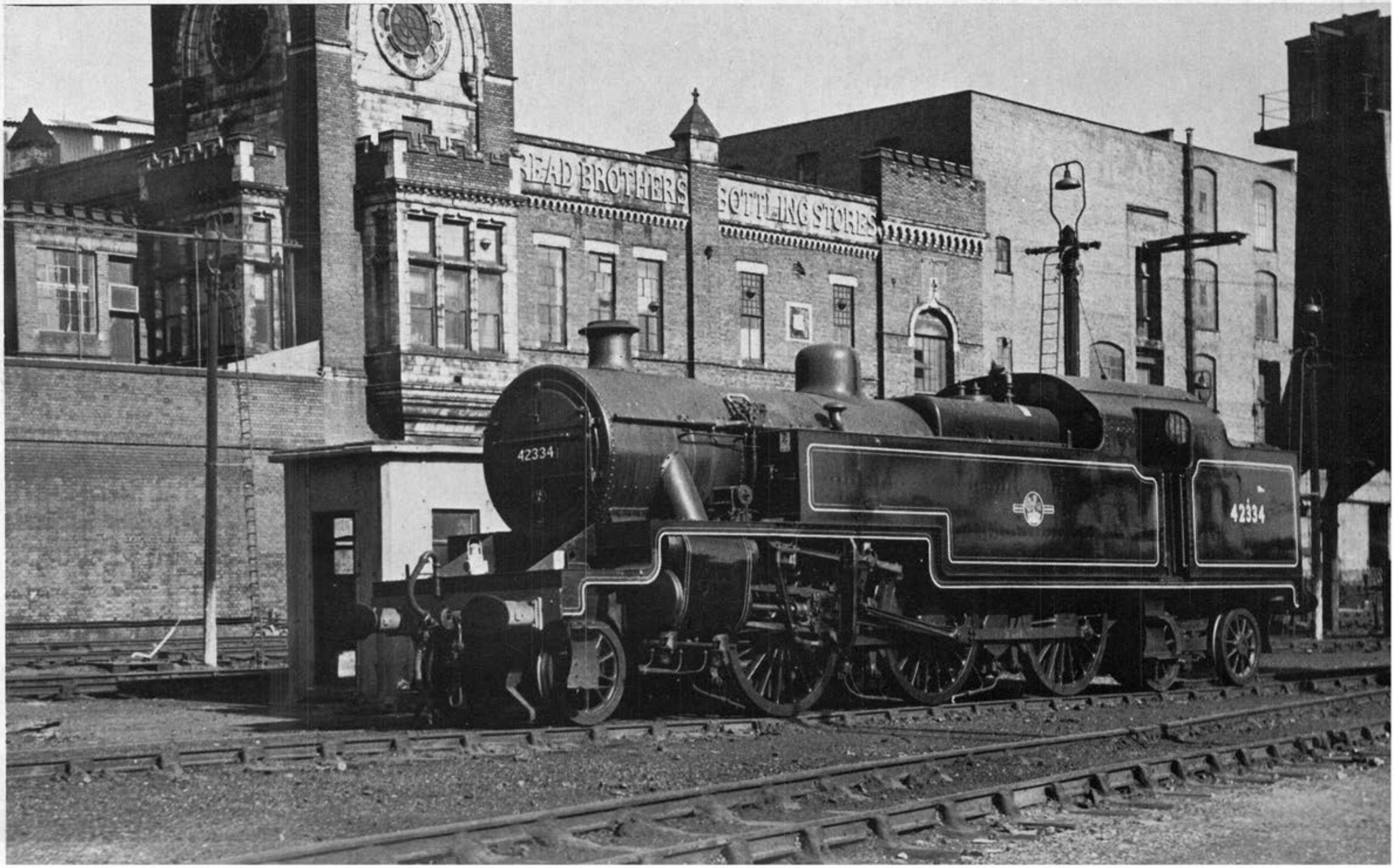
A Sheffield-Bristol train behind Compound 4P No.41064 passing London Road Junction box outside Derby station on 11 June 1949.
[H. C. Casserley]

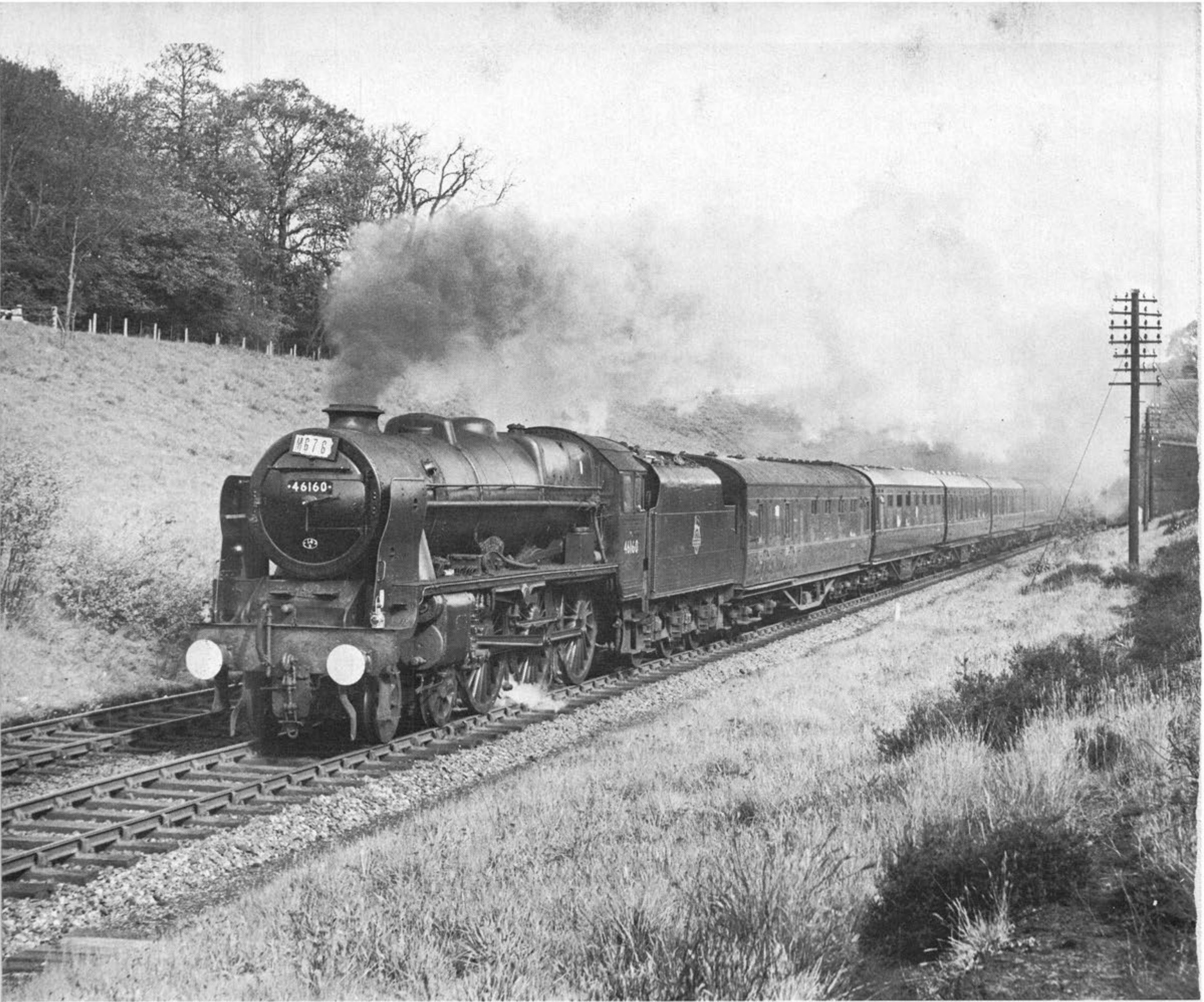


The small BR Standard Pacifics were relatively rare south of the Border and the appearance of No.72009 *Clan Stewart* from Carlisle shed, on the 10.30 a.m. Bradford-St. Pancras on 15 June 1957, was probably the first occurrence of the class at this end of the Midland main line. She is seen here leaving Kettering. [P. J. Lynch]

A St. Pancras-St. Albans stopping train leaving Hendon hauled by Fairburn 2-6-4T No.42686 on an afternoon in June 1957. Below, Fowler 2-6-4T No.42234, in well-kept condition outside Kentish Town shed, June 1955. [J. A. Fleming]

42686


READ BROTHERS
BOTTLING STORES
42334
42334



Rebuilt 'Royal Scot' No.46160 *Queen Victoria's Rifleman,* in splendid condition, leaving Catesby Tunnel near Charwelton on the ex-Great Central Line on 6 May 1961 with an up football special. [T. E. Williams]

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